

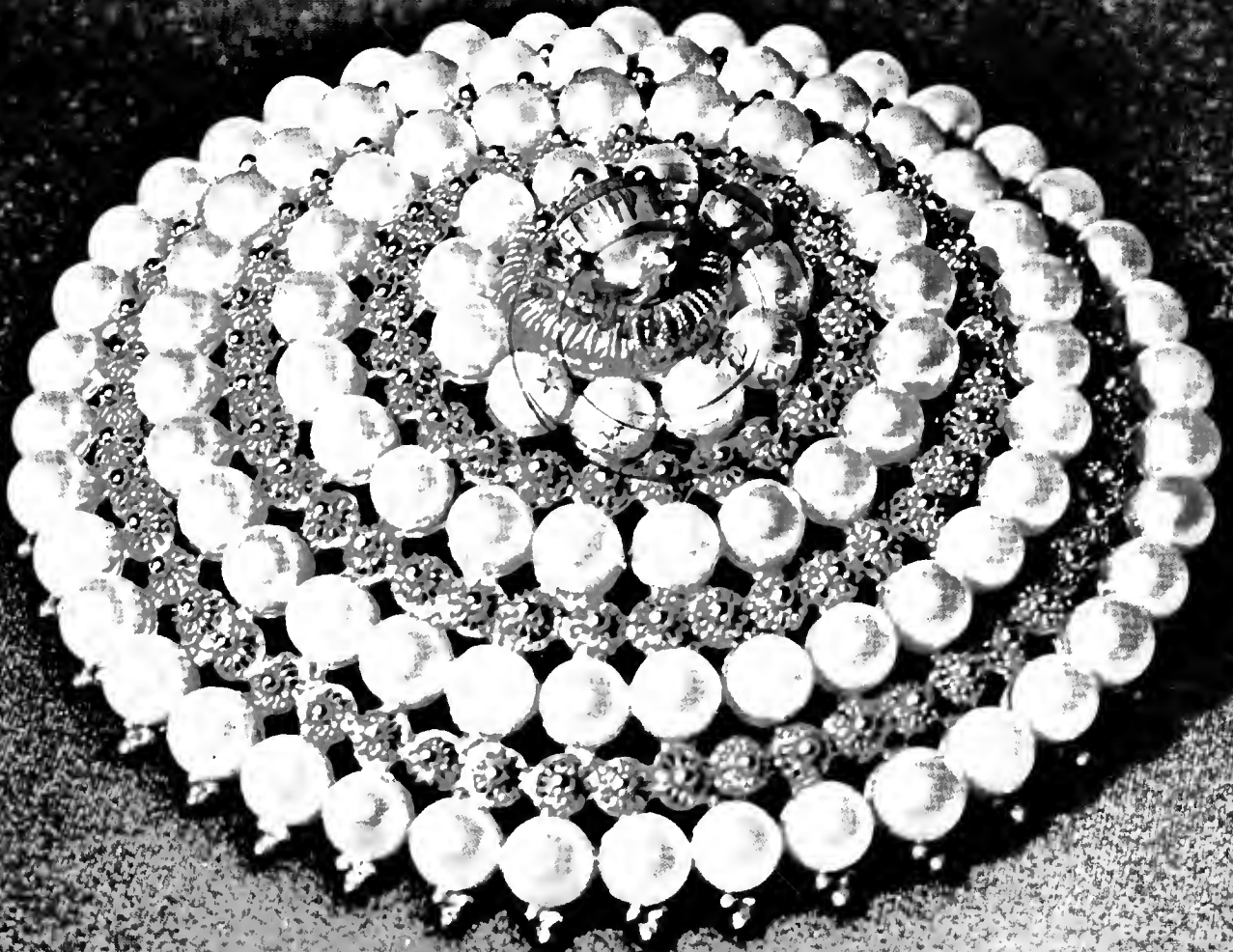
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THE PANAMA CANAL
REVIEW
SPRING 1974



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REVIEW

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Our Cover

Sometimes finding just the right illustration for an article in the REVIEW becomes a story in itself. Such was the case in locating a photograph of Elizabeth Taylor wearing Panama's most famous pearl. The search, with assistance from William B. Mallory, of the Canal's Motion Picture Service, spread to such faraway places as Rome and London before Beverly Williams, of the Reference Section at the Canal Zone Library, discovered that *Life* had featured the actress wearing the pearl in a cover story on her 40th birthday. The photo, obtained from Time-Life Photos in New York, appears on the opposite page.

The magnificent mosquetas on our cover and those used to illustrate the story were loaned to the REVIEW by Richard and Silvia Werner, owners of Ricardo, the well known Panama City jewelry store.

On the front cover is the beautifully simple traditional mosqueta with its center pearl surrounded by circles of pearls interspersed with gold.

The back cover shows a modern version of a mosqueta, the designs and variations of which are limited only by the skill, ingenuity and artistry of the jeweler.

Werner is known as Ricardo to residents of Panama, the Canal Zone, and a worldwide clientele that includes many celebrities. He came to Panama on a visit in 1936 and settled. One of a family of 13 jewelers, he began his apprenticeship in his father's store in Vienna at the age of six. He worked at Casa Fastlich and Tahiti before opening his own shop in 1947.

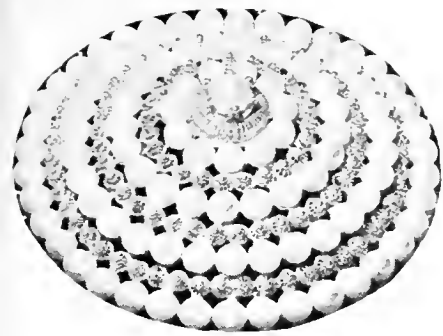
The Werners shared their love and knowledge of pearls and the mosqueta with REVIEW readers by providing much of the information in the story.

The cover photograph is by Arthur L. Pollack.



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Panama's Pearls

From La Peregrina to the Mosqueta

PEARLS AND GOLD HAVE played an important part in the history of Panama. And the mosqueta, created by combining the two in an intricate work of art, has become one of the symbols of the country.

When a Panamanian girl pins her grandmother's mosqueta on the pom pom on the front of her pollera, the national dress of Panama, she may marvel at the beauty of the gold and pearl brooch and wonder how it happened to be created. Many visitors, purchasing them to take home, also express curiosity about the origin of the design.

No one knows for sure when the first mosqueta was created or who the designer was. But it is fairly certain that the gold and pearls of Panama were first joined in the delicate beauty of the mosqueta by jewelers from southern Europe who migrated to Panama, bringing with them their skill in gold filigree work. At that time, labor was cheap and pearls from the Pearl Islands were plentiful.

There is a story that the brooches reminded the jewelers of a beautiful blossom and they began to call them "mosquetas," the Spanish name for the white musk roses of the Mediterranean area.

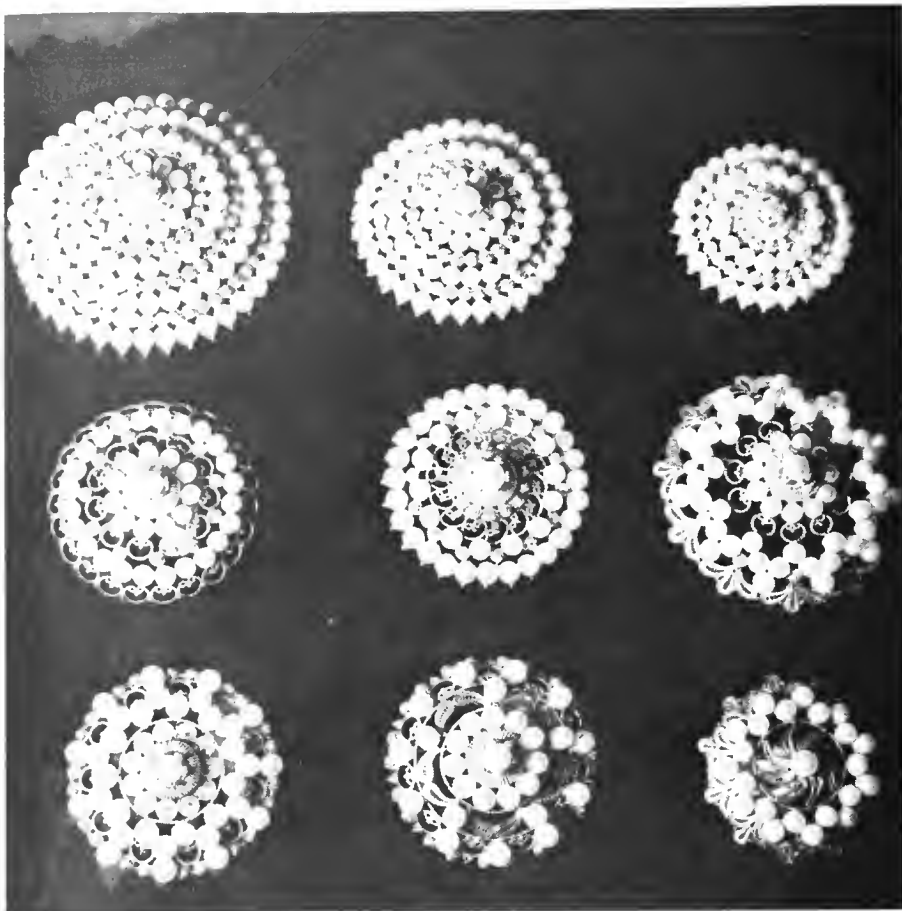
These old mosquetas, fashioned of the famous Pearl Island pearls, are now treasured heirlooms passed down through the generations. In more recent times, they have inspired a complete line of jewelry including rings, necklaces, and earrings.

So the mosqueta is really a final chapter in the history of the Panama pearls, a history that started as far back as Balboa and ended abruptly in 1938 when the Red Tide spread over the Bay of Panama and destroyed the oyster beds near the Pearl Islands.



Elizabeth Taylor wears Panama's most famous pearl, La Peregrina, as a drop pendant. The pearl, which was found off the Pearl Islands more than 400 years ago, was a gift from Richard Burton who paid \$37,000 for it. (See story on p. 7)

Photo by Norman Parkinson.



INTRICATE WORKS OF ART—Nine magnificent mosquetas. In the top row are three sizes of the traditional circles of pearls and filigree work. In the center and bottom row, the mosquetas have been fashioned into a variety of forms. The number of designs is limited only by the imagination of the jeweler.

Balboa was probably the first foreigner to know about the fabulous pearl beds. Legend says that on reaching the Pacific after his crossing of the Isthmus, he was met by an Indian chief whose scanty costume consisted mainly of pearls. Even the chief's canoe paddles were studded with pearls.

The Indians brought him pearls from Panama Bay and told him of even more wonderful pearl beds farther north, but Balboa was unable to pursue the matter. He only made notes in his log. When reports reached Spain of the fabulous Panama pearl beds, other explorers with more interest in plunder than Balboa arrived to look for them and soon the riches of the Gulf of Panama were on their way to Spain.

One of the most magnificent of all the pearls found in Panama is "La Peregrina," or wanderer, which has been worn by a Spanish king, an English queen, a French emperor and today belongs to one of the most beautiful and celebrated women of the world, Elizabeth Taylor.

When it was found in the Gulf of

Panama 400 years ago, it was considered so magnificent that the Negro slave who discovered it was rewarded with his liberty and his owner was given a grant of land and a title.

But, according to Joan Younger Dickinson in "The Book of Pearls," the large bulk of the pearls taken to Spain, was reckoned by the pound, or marc, and no records have been found describing the various sizes and types. It is possible that great pearls arrived in Spain by the bagful and were dispersed along with quite ordinary ones. One thing is certain, in the early days Panama was left mostly with the rejects.

One of the first mentions of the use of pearls in jewelry in Panama is made by a French engineer who visited the Darien in 1821. He writes of women celebrating independence from Spain proudly wearing large gold combs and earrings decorated with the "inexpensive" pearls from the pearl fisheries of Panama.

An English woman, Lady Emmeline Stuart Worley, traveling through Central America and Panama in 1849, men-

tions in her book seeing a nursemaid pass her room in Panama accompanying a child whose dress was resplendent with diamonds and pearls. "The pearls were wonderfully splendid," she added, "because in this native water is a regular pearl industry. These treasures of the deep are abundantly found around the island and prove a profitable source of employment to a considerable body of men who follow the laborious occupation of divers."

And the occupation of the pearl divers was indeed laborious. In the early days, slaves were sent to get the pearls. They descended into the cold, deep waters of Panama Bay with stones tied around their legs. Many of them died of exposure to pressure, of cold and some were killed by sharks.

By the early 19th century, the pearl shells of Panama were to become more in demand than the tiny pearls they might contain. The occasional pearl that might bring \$2,000 on the Paris market was considered "gravy" to the merchants who were shipping shells to Germany to feed the largest mother of pearl market in the world. As early as 1888, Woldred Nelson tells in his book, "Five Years in Panama" of the island of San Miguel where he found a stone church, the towers of which were covered with pearl shells. The pearl shells that adorn the twin towers of the Panama Cathedral in Panama City, which came from the Pearl Islands, are still being admired by visitors.

By the time the European immigrants were fashioning the early mosquetas with gold filigree work and pearls, the Panama pearl already had a long history.

The original handmade mosquetas and those produced later with crude tools cannot compare to the magnificent mosquetas made today with their perfect cultured pearls and the finest filigree wire. Nevertheless, these early pieces, made with thick wire and thick gold cups, are cherished heirlooms.

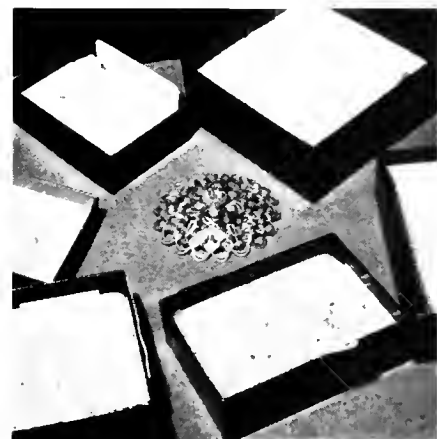
Because the baroque pearl comes in odd sizes and shapes, the old mosquetas were mostly filigree work. The jeweler who used 40 or 50 pearls in a mosqueta had to make a gold cup to fit each one, a tedious, time-consuming job not economically feasible today.

Panama jewelers were not faced with the problem after 1938 because the Red Tide killed the oyster beds. The Red Tide, which occurs to some degree at the end of each rainy season, is caused by a half-plant, half-animal that the biology books call *Gymnodinium brevis*. It reproduces with incredible rapidity

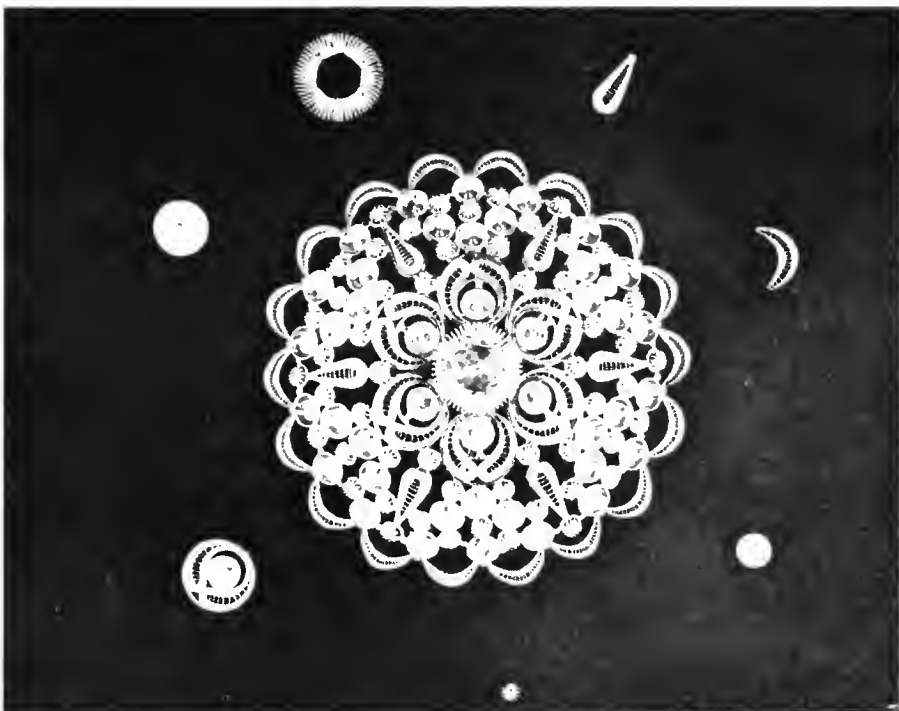
The first mosquetas were mostly filigree work but local jewelers now produce an infinite variety of designs and sizes.



Arturo Garcia, left, and Guillermo Thomas, at work in the Ricardo Jewelry Store, setting pearls into filigree gold that has been fashioned into pins and rings.



The filigree work completed and the vari-sized pearls at hand, the jeweler performs the delicate task of joining pearls and gold to produce the coveted mosqueta.



The traditional mosqueta was simply a center pearl surrounded by circles of pearls interspersed with circles of gold. Modern versions of the mosqueta employ many variations of filigree ornaments. This photograph shows a brooch before it has been set with pearls. Surrounding the brooch are the individual pieces that Panamanian filigree workers, employed at Ricardo, fashion from fine gold wire into delicate designs. The individual pieces are then soldered into circles of the desired figurations and size.

causing vast stretches of the water to be stained a reddish brown. After the organisms die, they release a powerful nerve poison that kills sea life by the hundreds of tons.

Red Tide outbreaks are worse in years of heavy rainfall, and the near record 85.61 inches of rain in 1938 preceded the worst Red Tide in Panama's history.

Since no pearls were available on the Isthmus following the death of the oysters, no mosquetas were made at all until the early 1950's when cultured pearls were first imported from Japan and filigree wire, produced by machine, was imported from Europe.

The few jewelers who started to make mosquetas were not prepared for the sudden overwhelming popularity of the various pieces. To fill the demand, Panama imported more pearls from Japan and they ordered the pearls to fit the gold cups of the mosqueta rather than making the cups to fit the pearls.

This reverse order in jewelry making was made possible by the genius of the Japanese pearl merchants, headed by Kokochi Mikimoto. After a lifetime of experimentation, he succeeded in discovering a method for culturing pearls in mass quantities. They are perfectly shaped, come in various colors and in any size. In fact, there are so few natural pearls available these days that when pearls are mentioned they are usually cultured pearls.

In creating the cultured pearl, man imitates nature only insofar as he inserts the foreign object into the oyster to start the flow of the protective secretion, called nacre, which coats the ob-

Marilyn Pedroso, a secretary in the Personnel Bureau, models mosqueta pin and earrings made in the traditional design of a large center pearl circled by increasingly larger rows of pearls and filigree.



ject and eventually forms a pearl. When the oyster is about 2 years old, it is injected with an antibiotic to prevent infection and then an incision is made to create a pocket to receive the pellet which stimulates the flow of nacre. The oyster does the rest.

The finest pearls in size and quality are left in the oyster for 7 or 8 years and consist of many coats of nacre. A 14-inch strand of these matched pearls might bring as much as \$80,000.

Although the Japanese are credited with the success of the cultured pearl business, they needed a little help from the United States and Australia. It was found that the best foreign object that could be used to start a pearl was made

of Mississippi River oyster shells. The shells are cut into strips, then into cubes and put into a gem tumbler to be ground down for insertion into the oyster. Each year nearly 6 tons of oyster shells are exported from the United States to Japan. The oysters in which the pearls are cultured come from off the coast of Australia.

While the natural pearl industry will never be the same in Panama or anywhere else, there have been indications recently that the pearl beds of Panama may be regenerating.

Pearl divers are at work again and on occasion find oysters containing pearls. Like their ancestors, Pearl Island divers remove the pearls, put them in a bag and offer them for sale to visitors.

Nita Navarro Chiari de Lewis, wife of Gabriel Lewis, who has developed Contadora Island, recently purchased a pear-shaped pearl measuring between one-half and three-quarters of an inch. It is bluish-grey green and Mrs. Lewis felt that if she could find another, they would make a beautiful pair of earrings.

While waiting to find a matching pearl, she had her's appraised and was dumbfounded to learn it was valued at about \$11,000.

Its discovery has not prompted a pearl rush to the Islands, but Lewis feels that it is something to consider. In the future, he may take on the job of developing Panama's pearl industry and it is conceivable that Panama pearls may be used again in the making of Panama's famous mosquetas.



Marilyn Escobar wears the wedding pollera with the traditional mosqueta attached to the pom pom.

La Peregrina

"La Peregrina," the beautiful costly pearl that now belongs to lovely Elizabeth Taylor was found in the Gulf of Panama 400 years ago.

As were most gold and jewels acquired in the New World, the pearl was taken to Spain for King Philip II, whose court jeweler described it as priceless. When he married Mary Tudor, the daughter of Henry VIII of England, the incomparable pear-shaped gem was her wedding gift.

Philip returned to Spain after Mary's death in 1558 and, as she had requested, he ordered La Peregrina set in the crown of the Blessed Virgin of Guadalupe, a crown famed for its great gems.

No one knows when the pearl was removed from the Virgin's crown but it was next heard of in 1605 when Margarita of Spain wore it at the celebration of a peace treaty between Spain and England.

Another pearl almost equal in size, shape and luster was discovered in American waters in 1790, and La Peregrina temporarily became one of a pair of earrings formed of the two great pearls.

Nearly a hundred years later, a visitor to Spain told of seeing the pearl—perfectly shaped and bell-mouthed—hanging on a clasp of diamonds in the folds of the king's hat. When the king, Joseph Bonaparte, abdicated the Spanish throne in 1813, he took La Peregrina with him. It passed on to his stepniece, Hortense, who, in turn, left it to her son, Napoleon III, the Emperor of France. During one of his many exiles in England, he offered La Peregrina for sale in London, and the Marquis of Abercorn bought it for his wife.

Since the pearl had never been bored, she lost it on several occasions, including once at Buckingham Palace where she was very distressed until she happened to spot it in the velvet train of another woman, and at Windsor Castle where, after much searching, it was found in the upholstery of a sofa.

In 1913, the Abercorn family had the great pearl polished and certified to weigh 203.84 grains, and in 1938 it was still in the family's possession.

The *New York Times*, in its issue of July 24, 1969, reported that, "an anonymous buyer acquired from an anonymous owner at the Parke-Bernet Galleries yesterday what has been called the world's most famous pearl." The price



Elizabeth Taylor wore La Peregrina when she appeared as an extra in "Anne Of The Thousand Days" and, if not the Panama pearl, one that closely resembled it in these scenes from "Divorce" (left) and "Ash Wednesday", featured this spring at Panama Canal theaters.



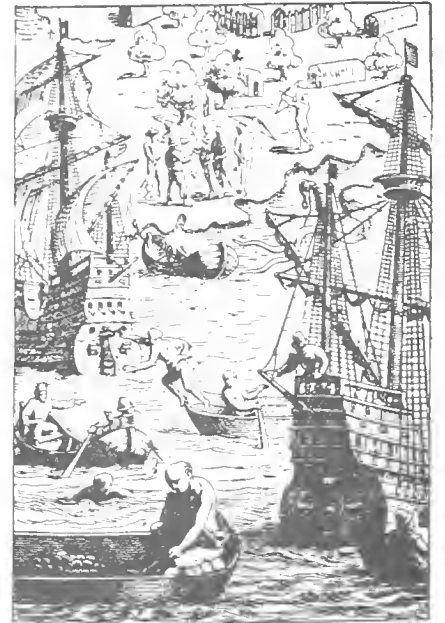
was \$37,000. The pearl, of course, was Panama's La Peregrina.

Two days later, in another *Times* story, Parke-Bernet's president Peregrine Pollen (yes, that is his correct name and yes, it is an amazing coincidence) revealed that the anonymous buyer was an agent for Richard Burton. And the agent said he assumed the pearl was to be Burton's gift to Miss Taylor on her birthday.

Discussing La Peregrina with a reporter from the *Ladies Home Journal*, Burton said, "The Peregrina pearl needs no elaboration from me. Though it is one of the least expensive things I've given her, it really excites me. I like to hold it and think of all the people who wore it, from Mary Tudor on down. And the fact that it is the Peregrina and already has disappeared three times. It means 'the wanderer' you know. Well, Elizabeth only had it a week when it disappeared completely . . . then one day, one of the Pokes was chewing on what she thought was a bone in the corner. It turned out to be the pearl, and the dog's teeth marks are still on it."

At least two other pearls from the Gulf of Panama became crown jewels. The most famous was found not in an oyster, but loose in the sea bed; hence its name, Huerfana—"the orphan."

Another was the 26-carat Oviedo, named for the Spanish historian Gonzalo de Oviedo y Valdes who purchased it and recorded it as worth 650 times its weight in pure gold.



Above: Baroque pearls found recently near Contadora and a 1495 etching, which shows divers in Panama Bay and Spaniards bartering with the Indians for pearls.



Consider The Crackowe

By Vic Canel

PHYSICIANS FROWN ON FAR out fashions in footwear.

Those 5-inch heels and unyielding platforms can cause the wearer all sorts of problems—corns, calluses, bunions, ingrown toenails and a host of other ailments and discomforts including backaches and sore leg muscles, they say.

But it seems that folks have always had a fetish for fashion and are willing to suffer for style's sake.

Take the crackowe, for example, a number that was fashionable among people of high station in the 14th century. It featured toes so long that a chain was attached to each to allow the wearer to hold them up as he walked along. Presumably, this prevented stumbling—but probably made people round-shouldered.

Then there was the duckbill, which became popular in England during the time of Queen Mary. Its stylishness was determined by its width and each succeeding model was wider. It must have been like walking around in swim fins. Finally, the madness was halted by a law which limited the width of shoes to 6 inches.

Current fashions, a revival of the 1940s styles, are also condemned by Ralph Nader, who contends that the heavy platform heels have caused broken ankles, twisted knees and torn ligaments. Furthermore, he says, many designs impede driving and could cause accidents.

But it's style, not safety, that sells shoes.

Shoe manufacturers make in-depth studies of trends and buying habits in order to produce comprehensive manuals on the science of selling shoes.

One such manual received by the Bal-

boa Shoe Store classifies customers by sex and age group and instructs salesmen on what to expect from each. It tells them how to deal with certain situations, and offers tips on what to say, what to stress and what not to mention in making a sales pitch.

In this day of women's liberation, the writer of this manual may well be treading on dangerous ground when he (surely not she) offers salesmen a glossary of words and phrases to be used exclusively when selling to women.

"Use the language of fashion," it urges. "Don't say red, blue or green—use words like shade, hue, tint, cast, dual tone, multicolor, etc., for this is how women think of colors."

Shoes should not be described to women in prosaic terms, according to the book. You don't talk about the last of a shoe, you refer to the shape, or, better yet, the silhouette. And don't say toe shape, say "toe expression." Other phrases considered proper for use when dealing with women are "heel contour," "hugging topline" and "sculptured lines." Such language, the manual points out, "dramatizes the fashion features of the shoe in words that ring a fashion bell with women."

The manual also includes advice on selling to men, who are classified by age and status.

According to the manual, high school and college students tend to follow the trend of their peers, while young working men are "not faddists but individualists and highly style conscious."

Men over 30, salesmen are told, are concerned with comfort and quality. They are likely to ask for particular brands and are willing to pay more for their shoes.

When selling to men, don't emphasize long wear, unless selling workshoes or utility boots, and don't place emphasis on price either, the book says—but, as in dealing with women, do stress style.

Aware that parents of small children are as interested in long wear as in style, the manual gives some interesting statistics to help a salesperson push sturdy shoes. It points out that the average active child's shoe must take 20,000 flexings or bendings a day, and the same active child will cover about 600 miles (like walking from New York to Detroit) during the lifetime of a pair of shoes.

George Menzies, who has worked in Panama Canal shoestores for 23 years, says that between 10 and 15 percent of the men's shoes currently being sold at the Balboa Shoe Store are the new high heel platforms. Most sales are to young military personnel who welcome this dramatic change from their uniform footwear.

Wilfred Adams, a supervisory supply clerk who has worked in the shoe department for 16 of his 40 years with the Canal organization, tells of one man who admitted that he couldn't get used to walking in high heels and came back for a refund.

Another veteran of the shoestore is Catalina Lopez, who is constantly sought out by customers because of her amazing ability to remember regular customers' shoe sizes and to gage children's shoe sizes on sight.

All the salespeople agree that women buy more shoes than men, who usually have only five to seven pairs in their wardrobe and seldom buy more than one pair at a time. Women, they point out, buy shoes to go with dresses or other accessories.

The new styles in men's shoes are making many men more fashion conscious and they are beginning to accept the colorful new numbers with red, green and blue uppers—not just the blacks, brown and cordovans. White shoes always have been fairly popular in the tropics.

Dexter Shoe Co. of Boston, one of the companies that supplies the Canal Zone, features a line of fancy boots with such names as "Baron," "Mosaic," "Camelot," "Sentinel," and "Sidewinder."

Canal Zone shoe customers in construction days weren't troubled by the problem of making a selection from a long line of styles and models. But women, in particular, had a problem of another nature. Reminiscing about those days, the August 15, 1939 edition of the *Panama American* points out that local shoemakers didn't realize that American women had longer, narrower feet than Panamanian women. The article relates that one day Colonel Goethals asked two young girls what was most needed in the Zone. One said books, the other said shoes. Colonel Goethals then suggested she was vain. "No," she responded, "Not vain, just awfully uncomfortable."

Men's shoes of various types were imported by the Canal organization during construction days—both for sale in the commissary and for issuing to workers.

In his history of the Panama Canal and the construction days, published in 1915, Ira E. Bennett writes of the "high quality" shoes supplied to the Canal workers by a Rochester, N.Y. firm, which "made many shipments of shoes that were used by the Canal officers and heads of departments and their families." The laborers' heavier shoes were furnished by other firms, he notes.

Records show that the Canal organization also bought quantities of expendable cloth shoes with rope soles called "alpargatas" in Spanish, but which today are referred to in sophisticated sportswear circles by the French name, "espadrilles." The humble alpargata, which is still worn extensively in Europe, particularly Spain, sold during construction days for 15 or 20 cents a pair and were issued to patients at Corozal around 1914.

Still, the variety of shoes available on the Isthmus during those early days was anything but extensive. Shoes were utilitarian, not stylish. As late as 1920, the chief quartermaster of the Canal Zone proposed that a standard line of shoes be carried in the commissary for men and another for women. Or at most,



Above: Standing tall on the steps of the Panama Canal Administration Building, this stylish young man draws an approving look from a friend.

Below: Fashion forecasters say the high platform styles are on the way out and pointed shoes with shaft heels are coming back.



The Old Shoes



Colombian poet Luis C. López likened the attachment a man feels for a pair of old shoes to his affection for his native city, Cartagena. The poem was immortalized in this unique monument by Ernesto C. Martelo. At left: Sketches of shoes worn during the construction days of the Panama Canal.



he was willing to concede that only four styles be offered—one low price and one medium price for each.

In those days, Army issue shoes were evidently very much sought after for their sturdy qualities. But wearing of distinctive uniform items by civilians was prohibited by the National Defense Act of 1916. On April 2, 1918, the *Star & Herald* reported that Canal Zone police had stopped a man for wearing Army shoes. The arresting officer, a former soldier with the 29th Infantry Regiment at Culebra, knew an Army shoe when he saw one. The offender, who had been a businessman during construction days at Empire, was absolved when the judge ruled that shoes did not constitute a "distinctive" part of the uniform. But he had to give up the shoes anyway, because they bore the mark of the Philadelphia Depot. Along about the same time, at the request of the military, the sale of olive drab flannel shirts was discontinued at the commissaries.

Panama's shoe industry was born in the mid-1920's and has grown rather steadily since. Today, there are 10 factories plus a number of independent shops which still produce shoes by hand.

Among the largest producers are Empresa Panameña de Calzados, which for the last few years has held a franchise for the local manufacture of the U.S.-designed Hush Puppies; Coda, S.A., La Central; and Fabrica Nacional de Calzado Francisco Pereira.

Only one of the Panama factories, La Central, has ventured to produce the new platform styles. Others look upon

the extreme styles as a passing fad and don't feel it is worth the investment required for retooling. American-made lasts for those shoes alone cost about \$9 a pair, says Alberto Pereira, whose father founded the factory in 1934.

Pereira manufactures the sort of shoes our parents used to call "sensible"—mostly for men. They also make school shoes for boys and girls as well as work boots with steel safety toes.

Leather used by most local manufacturers is produced in Panama, which has three tanneries—two in Panama City and one in Chitré. Synthetics are imported, some from Europe, but mostly from the United States.

The fuel crisis has affected the shoe industry, since many of these synthetics are byproducts of petroleum and have become scarce, Pereira points out. Still, his factory produces between 700 and 800 pairs a day.

Most experts in the industry agree with Pereira about the heavy platforms going out of style. Ads in a recent issue of one of the trade publications, *Footwear News*, show a nostalgic trend toward the styles of the 30's—Yves St. Laurent, Givenchy and Dior are going back to the pointed toes and shaft heels. And the few platforms illustrated are much, much lower.

Whatever the future may hold, you can bet your hrogans that buyers will continue to listen to the St. Laurents, the Givenchy's and the Diors and not to the medics or the Naders.

Just so they don't go back to the crackowe.

Below: George Menzies arranges a display at the Balboa Shoe Store. Between 10 and 15 percent of men's shoes sold at this outlet are of the new high-heel style.



Above: Fitting children's shoes is a specialty with Catalina López, who after 18 years in the Balboa Shoe Store, can gage sizes on sight.

Shoemaking in Panama



Most of the modern machinery used by Panama manufacturers is leased from U.S. firms. Only one of the Panama factories has ventured to produce the new platform styles.



Panama's shoe industry was born in the 1920's. Today there are 10 factories plus a number of independent shops which still produce shoes by hand. Pereira's plant manufactures between 600 and 700 pairs a day and concentrates on utilitarian shoes for men, boys and girls.

Culinary Capers

Visits

Panama's Restaurants

By Franklin Castellón

are found at Panamar, a picturesque eating place with an open air tropical garden, located on the shores of Panama Bay. El Dorado, a downtown restaurant, also serves an excellent paella.

Panamar's paella contains the seafood of Panama waters and the traditional ingredients of the Valencia dish, asparagus, pimientos and olives.

Panamar also features the classic seafood dish, *Cazuela de Cataluña* which combines lobster, oyster, clams, mussels, shrimp, corbina and other seafood, grilled in butter and served with a sauce made of butter, curry powder, garlic, salt and pepper.

Another delicious dish served at Panamar is *Corbina a la Sueca*, Corbina Swedish style, in which the fish is topped with a mixture of chopped, hard-boiled egg, "recado verde" (Panamanian herbs) and Panamar's own sauce.

Specialties at El Dorado are *Corbina a la Victoria*, *Salpicon de Langosta*, *Pulpo a la Gallega* and *Langosta-filete*.

In the corbina dish, the fillets are flambeéd in cognac and sherry and then served with a sauce of butter, tomatoes, bacon bits, garlic, and onion and seasoned with salt. The dish is garnished with shrimp and served with potatoes and a vegetable.

Good Spanish food is also found at

the *Caballo de Hierro*, genuine old Panama Railroad cars turned restaurant, where the waitresses are attractively dressed in railroad-type uniforms, and at *Los Tarantos*, where in addition to good food, there is Spanish music and decor.

Panama Señorial with its "Patio Panameño" is one of Panama's best restaurants where international fare is served in a beautiful garden atmosphere. Specialties are imported meats and Panama seafood.

Excellent Spanish dishes also are served at the restaurants of Panama's leading hotels.

The well-known lasagne, gnocci, ravioli, and a host of other popular dishes are only a small part of the phenomenon known as pastas. Italian rice dishes are as delicious as the famous pastas made of wheat flour. It is surprising to note that Italy consumes more rice per capita than most Western countries.

Numerous Italian restaurants in Panama serve an endless variety of specialties. Among the better-known are *Las Americas*, *Sarti*, *Napoli*, *Capri*, *Rizzo* and *Bigote*.

The former *Panazone Restaurant*, which opened in 1940 and later became *Las Americas*, was famous for its pasta dishes. It's clientele included well-known personalities—among them Argentine President *Juan Domingo Peron* and the late President *José Remón Cantera* of Panama.

A highly recommended rice dish, available at all of these restaurants, is *Risotto alla Milanese*. It is rice cooked in chicken broth, flavored with saffron and served with grated Parmesan cheese.

A new Mexican restaurant, the *Azteca*, is located in *Las Cumbres*, about a 15-minute drive from downtown Panama City. The wide variety of Mexican dishes includes tacos, enchiladas, chalupas, Mexican tamales, and nachos. Most of these dishes are accompanied by refried beans. The combination plate, the *Azteca Special*, gives those unfamiliar with Mexican food an opportunity to sample a variety of dishes.

THE INTERNATIONAL FLAVOR of Panama, busy crossroads of the world, is reflected in a wide variety of restaurants geared to please the palates of a heterogeneous clientele.

Chinese food has a long tradition in Panama, where Chinese restaurants have existed for many years. Two of the most luxurious are *Palacio Lung Fung* and *Panachina*. The most popular, however, are older restaurants located in the old part of the city. Among them are *Gran Oriente*, *Nuevo Gran Oriente*, *Mandarin*, *Gran China* and *Taiwan*.

Lung Fung and *Panachina* offer similar menus and international fare. The large variety of Chinese food includes the famous sharkfin soup and a gourmet's delight, whole corbina stuffed with a mixture of ground peanuts and almonds, Chinese parsley, water chestnuts and green onions, seasoned with soy sauce and sesame oil.

Abalone with chicken is another specialty available in these two restaurants. Very thin slices of abalone are combined with chicken, water chestnuts, bamboo shoots, soy sauce, "ve tsin" powder (a Chinese condiment) and other ingredients in this superb dish.

Triple Delicia Lung Fung, recently introduced at *Lung Fung*, is a combination of chicken, roast pork and shrimp cooked with Chinese seasonings, vegetables and oyster sauce.

Steamed corbina is another prestige dish at *Lung Fung*.

The traditional dishes of Spain are popular in Panama restaurants. The famous paella, the cocido and the Spanish tortilla, prepared in a variety of ways, are favorite dishes in a number of eating places.

Paella, which gets its name from the receptacle in which it is cooked, is made in literally dozens of ways. It is a rice dish combined with chicken, clams, mussels, shrimp, Spanish sausage, squid, artichoke hearts and a host of seasonings that make it a veritable feast. The Valencia version of paella is the most popular in Panama.

Excellent Spanish food and seafood

When avocados are in season the Azteca offers guacamole, a delicious mixture of mashed avocado seasoned with lemon juice, chopped onion, tomato and garlic. Also available is an excellent sopa de mondongo, tripe soup, for those who enjoy such fare.

The newly opened Kyoto Restaurant serves a variety of Japanese dishes to suit the most discriminating tastes. Diners are served by waitresses in Japanese garb, emulating the geishas. There is a Japanese style dining room for those who prefer to eat in the traditional Japanese manner. Among the many Japanese dishes are Sukiyaki, Tempura, shabushbu and makizuki. Sukiyaki, beef with Japanese vegetables, is perhaps the most familiar to Americans. It contains thin strips of meat, vegetables, fried and flavored with soy sauce and sake, and served with very thin rice noodles or rice.

The better-known restaurants serving South American specialties are La Fonda Antioqueña offering Colombian dishes, and La Pampa, famous for its charcoal cooked Argentine meats.

La Fonda offers several versions of the Arepa Antioqueña and beans with bacon rinds. The specialty of the house is the typical Antioqueño Platter, that consists of rice, ground meat, bacon rinds, egg, patacones (fried green plantain) and other Colombian goodies. La



The Lung Fung

Fare From Everywhere

The Kyoto

The Azteca





ABOVE: An inviting breezeway connects two old Panama Railroad cars that became the Caballo de Hierro, one of Panama's favorite restaurants where Spanish food is served.

AT LEFT: Seviche, sancocho, almojabanas and tortillas are among the typical foods of Panama served at Don Samy II, one of Panama's most popular eating places.



Fonda also serves a delicious Colombian style roast beef and pork.

La Pampa does honor to meat cooked over charcoal and served with "chimichurri" sauce. In addition to charcoaled meats, La Pampa serves charcoal cooked fish and seafood.

The typical food of Panama should not be overlooked. Such dishes as seviche, the many other fish dishes, tortillas, chicharrones (bacon rinds) almojabanas, guacho and sancocho are good fare. These dishes are found at El Gallo de Oro (also known as Don Samy II), Don Samy I and the Jorón de Vista Hermosa, La Tablita, El Bohío Turístico at Old Panama and the Bohío Hípico.

Don Samy I, a standup, snack-type eatery, whose origin dates back to 1945, when its owners operated a beverage pushcart, has been a favorite of the local populace. Later, the pushcart was elevated to a kiosk and by 1945 the owner was offering fried yucca, bean tarts, and meat-on-a-stick.

A fire temporarily interrupted operations in early 1960 but it wasn't long before Don Samy I was back in busi-

ness serving carimañolas, and more yucca specialties. The establishment prospered and in 1968, additional typical foods were added to the menu. There was chicken soup at 10¢ a cup and people from all walks of life stopped by to have a quick snack. Among them, the United States astronauts, President Fulgencio of Costa Rica, and various Hollywood stars. Don Samy I is now operating as a cooperative in an area known as the "Besodromo," a lover's lane.

El Gallo de Oro, the sitdown version of Don Samy I, opened in 1969. The menu features such Panamanian favorites as the delicious sancocho and gallo pinto.

Gallo pinto, misnamed because it contains no fowl, is a soupy stew made of rice and beans and pieces of pork tail, served with a typical sauce.

A version of Sancocho Santeño is served at the Jorón de Vista Hermosa where the cook adds pimento, celery, sweet pepper, Chinese parsley, onion and fried green plantain to Panama's national dish.

Isthmus Turf Stars



Local jockeys, horses make racing history

By José T. Tuñón

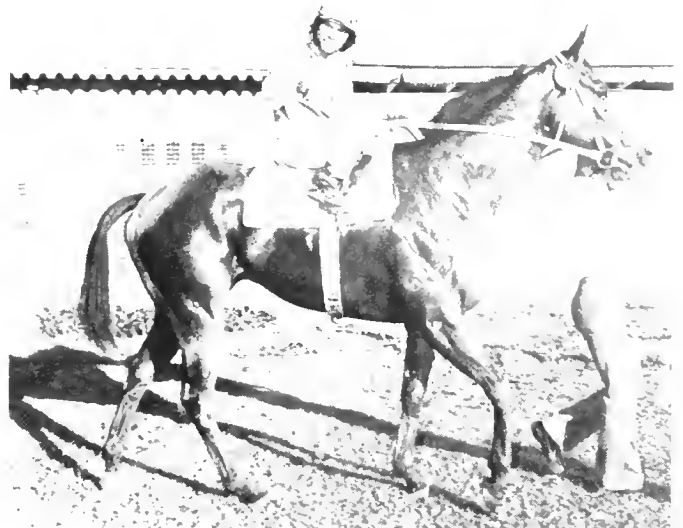
PANAMA RACE FANS HAD their finest hour at 4 p.m. December 2, 1973 when a Panamanian bred 3-year-old named Montecarlo romped home to win the 7th International Caribbean Classic at President Remon Racetrack.

Ridden by Panamanian jockey Marcel Zúñiga, Montecarlo, born in Panama, sired and foaled by Panamanian stock, is the first native horse to win the \$50,000 classic.

The race was a thriller. Montecarlo surged forward with a fantastic burst of speed near the end of the 1¼-mile track passing Karachi, a Colombian horse, by 3½ lengths. Other horses included the best racers from Mexico, Puerto Rico, Panama, Venezuela and Colombia.

Twenty-five thousand spectators, who

Panama's proud Montecarlo and jockey Marcel Zúñiga head for the winner's circle after the running of the Seventh International Caribbean Classic.





At left: Laffit Pincay, Jr., the outstanding Panamanian jockey who earned a record \$4 million in purses while riding at U.S. tracks.

Below: Manuel Icaza, the first Panamanian jockey to make the big time in the United States. He is now Panama's consul general in New York.



crowded President Remon Racetrack, stomped and cheered as the Panamanian horse crossed the finish line. Among them probably were many oldtimers who remembered when it was touch and go for the sport of kings in Panama.

According to Julio Mercado, one of the most distinguished horseracing aficionados in Panama, the first horse races were held about the turn of the century on the Bella Vista Beach with horses running between a site now occupied by the Panama Yacht Club and the entrance of the Mataznillo River near Paitilla Point. This area was used later for many years as an exercise run for the horses from Juan Franco Racetrack.

The races were held whenever the spirit moved the horse owners but usually there was a race on Sunday when residents of Panama City would make the long trip on foot from the Cinco de Mayo Plaza near the Panama Railroad Station to Bella Vista, which was then a rural area.

In the dry season, races often were held in Las Sabanas, a popular dry season resort area for Panama residents. Only native horses took part in these early races, but as the sport became more popular, horses were imported from Jamaica and other countries for racing and breeding.

Race fans began to clamor for a permanent racetrack and official support for their hobby. A site was chosen for the racetrack, the clubhouse and grandstand at a former ranch called Juan Franco.

Ironically, President Belisario Porras, one of the most progressive and popular of Panama's presidents, threw cold water on the idea. He believed that the newly nationalized lottery would suffer if the state were to sponsor horse racing which naturally involved betting.

It took the best efforts of a group of influential citizens headed by the President's dear friends, Julio Mercado, and Eduardo Chiari, to change the President's mind.

They finally convinced Dr. Porras that the official support of racing in Panama would not only make thousands of race fans happy but would create new sources of employment and would not interfere with the lottery. And it didn't.

The new racetrack was built at Juan Franco, and in 1922, it was opened formally with President Porras; Dr. John G. South, U.S. Minister to Panama; Raul Espinosa, the first president of the Jockey Club; and other officials in attendance.

In addition to Don Raul, a number of well known Panama residents contributed to the success of the new Jockey Club. Among them were Don Francisco Arias Paredes; Don Ernesto "Neco" de la Guardia; General Nicanor De Obarrio, owner of the land on which the track was built; Carlos Muller; Tomas Gabriel Duque; and David M. Toledano.

Much credit for the success of the club can be given to Don Raul, who made trips to the United States on business related to the operation of the racetrack and the purchase of horses. On one occasion he bought 100 racehorses and divided them among Panamanians interested in racing. The recipients, mostly West Indians, repaid Don Raul with their winnings at the track.

Residents of the Canal Zone also took an active part in the development of the Panama Jockey Club and many owned horses which they entered in the races. Some of the younger Canal Zone youths acted as jockeys and others exercised horses on the Bella Vista sands just for the fun of it.

Henry Makibbin, who recently retired from the Panama Canal, was one of the most enthusiastic. He spent much of his spare time at the racetrack and on several occasions went to the United States to study horse training. He bought his first horse in the 1940's. It was a native Panamanian horse which won several races.

Makibbin became so adept at training horses that he took over the care of a mare named Gatesaba, owned by Don Julio Mercado, which had lost all the races in which she was entered. He sur-



Finishing at least 2 lengths ahead of his nearest rival in the Mothers Day Classic, December 8, 1972, is Epistle, a product of the San Miguel ranch.

A Popular Sport Since Construction Days

mised that all the horse needed was a little rest, and after several weeks at pasture, he put the horse back in the running. Lacking confidence, however, in his own training ability, he bet on the favorite. Gatesaba won the race. This led him to remark that owners and trainers should go after the purse and leave the betting to others.

In 1946, all games of chance involving betting were taken over by the Panama Government and about the same time it was decided that Panama needed a new racetrack.

President Jose Antonio Remon, one of the most avid of horseracing fans, promoted the idea and plans were made for construction of a track in an area on the outskirts of the city where Charles Lindbergh had landed the Spirit of St. Louis during a goodwill tour in 1928.

Ironically, President Remon was assassinated at Juan Franco before the new racetrack was completed, but it was inaugurated and named for him in 1956, during the administration of his successor, President Ricardo Arias Espinosa.

The new racetrack, which attracts thousands of fans weekly, has all modern facilities including two courses, an automatic totalizator, ample parking space and lighting for night races.

As predicted by the early founders of

Panama's Jockey Club, other sources of employment and interest have grown along with the sport. A number of Panamanians have gone into the business of horse breeding and Panamanian jockeys have become prominent at racetracks in the United States and in other nations.

Pioneers in the horse breeding business are Carlos and Fernando Eleta, well known Panama businessmen, who started a horse farm in 1948 in the highlands of Chiriqui Province. The Eleta brothers bred a string of winning racers, including the fabulous Montecarlo, from an Irish stallion named Keyhaven. The money won by the descendants of this fantastic horse has amounted to more than a million dollars.

Another horse farm in the Chiriqui highlands is owned by Mrs. Rosita de Martinz, widow of the late Louis Martinz, whose home in Cerro Punta is a showplace of Panama. Also in Chiriqui is San Jose Farm, owned by Carlos Jurado, well known Chiriqui businessman.

Perhaps the best known of the Panama jockeys are Manuel Icaza, at present Panama Consul General in New York; and Braulio Baeza, whose mounts won both the Kentucky Derby and the Belmont Stakes. Until his retirement Icaza was considered one of the outstanding jockeys in the United States. He has ridden more than 2,000 winners which earned some \$15 million.

EUREKA
Race Book

Colon, 4th July, 1914

A Program of the Racing Events, according to the authorized list of the Stewards and promoters.

ALSO

THE LATEST SONGS, JOKES AND HUMOROUS SELECTIONS

WITH

the advertisements of the leading Merchants and Commercial houses of Colon and Panama.

J. A. NAAR, COMPILER

THE WORKMAN PRINTERY, PANAMA.

The U.S. Independence Day racing event heralded by this program took place in Colon just a few weeks before the Panama Canal opened. No one really knows when the sport of kings started in Colon or when it died out.

DISNEY WORLD

A Look Backstage

By Willie K. Friar

THERE'S ENOUGH LAND HERE to hold all the ideas and plans we can possibly imagine," said Walt Disney back in 1964 as he discussed his plans for Disney World. "With the technical know-how of American industry and the creative imagination of the Disney organization, I am confident we can build a living showcase that more people will talk about and come to look at than any other area in the world."

Disney World, which is moving up to the top of the list of destinations of greatest interest to Panama Canal employees heading for family vacations in the United States, is living up to all of Walt Disney's expectations.

Located near Orlando, Fla., it is not only a popular vacation spot but it is attracting architects and engineers, who want to take a look behind the scenes and see how it all works and works so well. They come to learn how ecological problems have been solved,

new ways of city planning, about garbage collection and flood control.

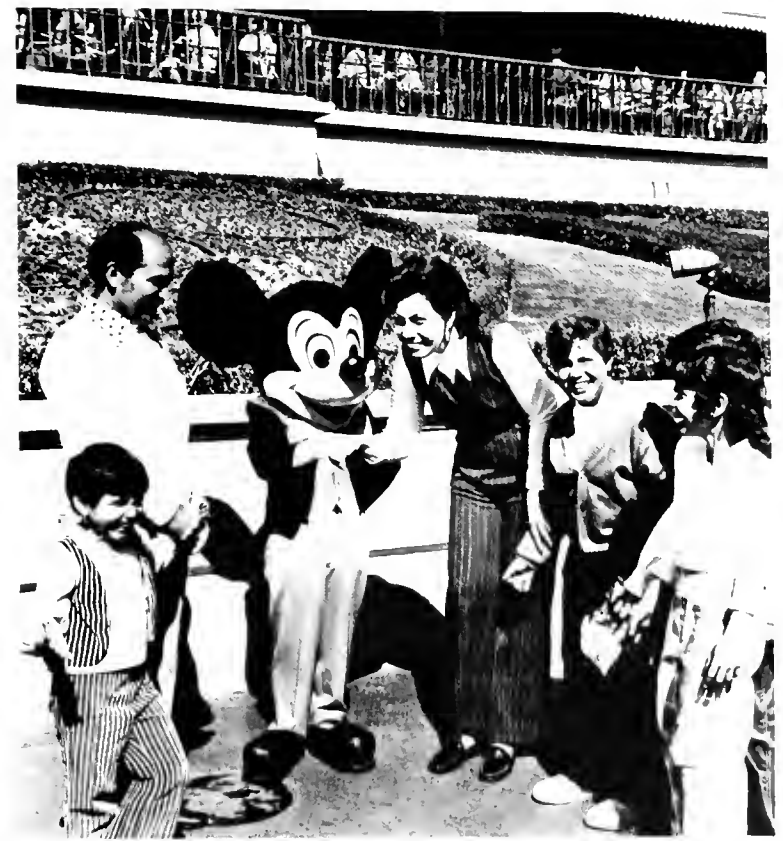
One of the ideas in which there is great interest is Disney World's basement which covers 8 acres. Disney World, boasts that it has the largest basement in Florida.

This vast service area, which spreads beneath the entire park, is where all the water, electric, and sewage lines are concealed but located so that they are readily accessible for repair. Disney made sure that the sound of the jack hammer, taking up pavement to repair a broken water line, will never be heard in the Magic Kingdom.

Special supply-carrying tractors operate here so that no delivery trucks disturb the atmosphere above. Illusions can be preserved, since all costumes and dressing rooms are located here and visitors are spared the sight of a spaceman or a frontier guide rushing through the wrong theme park en route to his own. He can go through corridors and up stairs directly into his particular



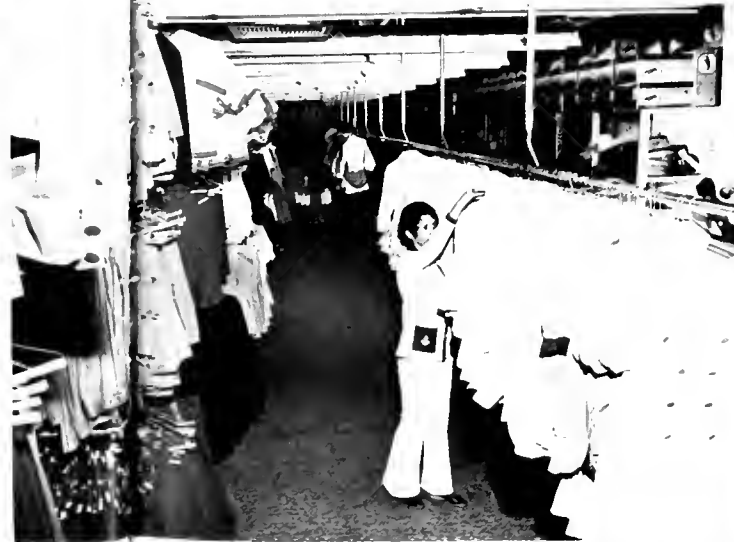
Horse-drawn streetcars transport visitors from Main Street, U.S.A. to Cinderella's Castle which is 15 stories high. From this location, guests enter Adventureland, Frontierland, Liberty Square, Fantasyland and Tomorrowland.



Mickey Mouse greets Luz Sedda, of the Canal's Rates Branch, and her family on their arrival at Disney World. At left are her husband, Herman, and Melissa, and at right, Tony, David, and Ana Luisa.

At right: A special effects expert peers around a candelabra in the Haunted Mansion as he performs a walk-through inspection of the furnishings.

Center: An employee selects her costume from the wardrobe department which clothes more people on a daily basis than any other wardrobe department in the world. Far right: A gardener waters a moose. The many topiary figures, which decorate the grounds, require careful grooming and nurturing.



All photos in this article
© Walt Disney Productions.



area, whether it is Adventureland or Land of Tomorrow.

More than 10,000 "actors" are costumed daily in the basement. This includes theme park employees, special entertainers, the famous Disney characters and the audio-animatronic figures in the eight major attractions that use this new patented Disney invention. In this system, voices, music, and sound effects are electronically combined and synchronized with the lifelike movements of three-dimensional objects ranging from birds and flowers to humans. These figures wear out costumes rapidly because of the many movements they are programmed to make. The 36 Presidents of the United States in the Hall of Presidents, for instance, stand, sit, nod, turn and smile. Replacement parts for their costumes are included in the more than 1,000,000 different items in the wardrobe department.

Visitors to the Magic Kingdom think that it must be magical that no noisy garbage trucks are seen anywhere. This is made possible by the Swedish garbage system which whisks refuse by vacuum tubes from 15 stations within the park to a compacting plant hidden from view outside the gates. Even the service basement has no garbage trucks and they will never be needed anywhere in the theme park area. The system is capable of handling 50 tons of refuse daily. Architects think that this system could be adapted for use in new suburban areas now being developed.

Disney World's environmental protection operation is very thorough concerning air and water pollution control. This falls under the supervision of a former Governor of the Canal Zone, William E. Potter, who has the title of chairman of the Reedy Creek Improvement District. Reedy Creek, controlled by the Disney organization, sets air and water pollution standards, and handles many other diverse functions.

An enormous computer supervises the whole operation and provides a fire monitoring system that is tied into Disney World's own fire department. It also monitors all rides and mechanical devices throughout the park, automatically shutting down any equipment that malfunctions.

All of this, of course, is to support the Magic Kingdom, the amusement

Hotels at Disney World are the Contemporary, at top, the Polynesian Village, center, and the Golf Resort, at left.

park itself, and an important part of maintaining its illusions is that everything works and works well. There are no blackouts and the trains, trams, and boats all work efficiently and on time. Although the daily volume of visitors exceeds 50,000 people, who discard about a pound and a half of litter each, the streets stay clean.

Young visitors to Disneyland often wish they could stay overnight in the magical atmosphere. At Disney World this is possible as there are three unique hotels, the 1,057-room Contemporary Resort Hotel, the 500-room Polynesian, and the 151-room Golf Hotel.

Later, as part of a 5-year plan, several other resorts will be added, including themes from the Old West, Venice, Asia and Persia. All will overlook the Seven Seas Lagoon or 450-acre Bay Lake.

Most spectacular of the resorts is the Contemporary, which has convention and exhibit facilities, including restaurants and entertainment areas, shops, nightclubs, beaches and a marina.

The Contemporary tower is an unusual building in many ways. It was constructed of preassembled room units overlooking an inner-concourse so vast it is called the "Grand Canyon."

The concourse is much like an outdoor park that has been moved indoors. At its center is a four-sided tile mural nine stories high, depicting the colors and patterns of the Grand Canyon. Called "The Pueblo Village" it covers 18,000 square feet, and is one of the world's largest murals.

Through the heart of this busy concourse travels the silent, all-electric monorail carrying guests to the Magic Kingdom, to the main parking area and to the Polynesian Village.

At the Polynesian Village, guest rooms are nestled in three-story "long-houses" arranged around a picturesque marina with quiet beaches, broad green lawns, and swaying palms to complete the island setting. Dining room menus in the Papeete Bay Veranda, overlooking the Seven Seas Lagoon, reflect the French heritage of Tahiti.

Near the Polynesian Village is the Golf Resort Hotel with two 18-hole championship golf courses, the Magnolia and The Palm. Clubhouse, dining room, practice green and driving range are available. A third course is planned.

Still another major vacation attraction is located on the south shore of Bay Lake. The 600-acre Fort Wilderness camping area has campsites nestled among pines and long winding waterways.

Utility hookups, frontier store and

recreation centers are also among Fort Wilderness facilities and nearby is a private beach. Horseback riding is available at the Tri-Circle D Ranch with miles of woodland trails.

Parades, spectacular water shows, and holiday extravaganzas complete the total entertainment concept. Its nightly fireworks displays make Disney World the largest user of fireworks in the world.

The gateway to Walt Disney World is located 20 miles southwest of Orlando on U.S. Highway 192, just west of Interstate 4. Guests not staying at Disney hotels travel 4 miles across the Disney property to a day-visitor parking area for 12,000 vehicles. Nearby is a STOLport for short takeoff and landing airplane service to areas in Florida.

Trams take guests from their cars to the main entrance complex on the south shore of the lagoon. This complex includes the Kal Kan Kennel Club pet motel where everything, from pet raccoons to pet lions, has been boarded, and the guest relations offices.

Nearly a mile away to the north can be seen the Victorian-style station of the Walt Disney World Railroad where steam trains, trams or 500-passenger ferryboats can be found.

But the most appealing single feature of the whole operation is not mechanical. It is about 9,000 people, most 22 years old or younger, who make up the staff, all extremely bright, good looking, and eager to please. There doesn't seem to be a sullen, disagreeable employee in the lot and when they greet new arrivals with "Have a Happy Day," it tends to convince adults as well as children that they have escaped into a different world.

Other phases of the development of the Disney property include a unique, leisure-oriented residential community, industrial parks and in the future, EPCOT—the Experimental Prototype Community of Tomorrow.

Walt Disney envisioned EPCOT as a living blueprint of the future—a community which could put into practical use the newest innovations and systems of American industry and technology. Many of the Phase I developments are already testing new ideas, forerunners of the imagination and pioneering spirit that perhaps one day will provide a model for a different type of community.



A river boat cruises by Harper's Mill on Tom Sawyer Island. Disney World has its own fleet of more than 200 vessels, including sternwheel steamboats, canoes, rafts, and submarines.

Babel on the Banks of the Panama Canal

By Fannie P. Hernandez



Tilman Schlegelberger, a talented artist, sketches his sister, Felizitas, in the tropical garden atmosphere of the patio at the Embassy residence in Panama City. Full-time students at Canal Zone College, Tilman is preparing for a medical career in Germany and Felizitas, is studying to be an elementary school teacher. Both came to the Isthmus in 1972.

QUTUBO! HI! HOLA! MOIM!
 Kumusta Kayo! are informal greetings that may be heard on the campus of Canal Zone College where the international character of the small citadel of learning on the banks of the Canal is as cosmopolitan as the legion of ships that transit the waterway. The greetings are the jargon of students of Panama, the United States, Spain, Germany and the Philippines.

Established in 1933 as a 2-year college to meet the needs of higher education in the Canal Zone community, the college expanded its curriculum in 1962 to offer a third-year program. Student enrollment has been increased since then by the many young people and adults of the civilian and military community who are taking advantage of this opportunity to continue their education.

Helping to create a truly international atmosphere are 50 students from half as many countries who, in addition to the U.S. and the Panamanian students, make up the 1,400 members of the student body.

Among these students are the children of the diplomatic and consular families accredited to Panama. Representing many lands are the young wives of U.S. military personnel, who have not completed their formal education and find the college a convenient facility for earning college credit while their husbands serve a tour of duty. Others enroll in the 1-year secretarial program, take art courses, study English or Spanish, or receive instruction in the various sports offered in the physical education program.

Personnel of the numerous banks that have been established in Panama in recent years, employees of shipping firms, industries and development projects on the Isthmus, are often found attending evening classes to improve their English. Or they may be taking refresher courses in economics, engineering, mathematics or design.

The cultural background, national origins and the experiences of these students are as varied as the nations they represent. They come from South America, Central America, Europe, the Far East and the Near East. Their personalities, interests and talents add a touch of international flavor and geography to the student body.

From the Near East, there is Simin Ghomashchi of Teheran, who had published a book of poetry and written numerous novels of romance for women's magazines before she met Sgt. Roy L. Dailey, who was stationed at the



Wearing the typical dress of Cuzco, Flor de Herrer performs the huayno, one of the traditional dances of the highlands of Peru, her native land.

U.S. Embassy in the Iranian capital. She had completed 2 years of work in Iranian literature, a proper curriculum for the daughter of a wealthy merchant and exporter of Persian rugs. Through an American couple, who had leased one of her father's houses, she met Dailey and they were married after overcoming the opposition of a tradition-bound father and strict religious obstacles. Mrs. Dailey recently completed the 1-year secretarial program at the college and is currently taking courses in business administration. In addition to her native language, Farsi, she speaks English, Turkish and some Russian. Her

husband is a native of South Carolina and is serving with the U.S. Army Communications Command at Quarry Heights. He also attends Canal Zone College.

An actress and singer turned student, Estrelita Howe, one of the four students from the Philippines, recently completed courses in typing and shorthand. Born in Manila, she grew up in Bataan, site of the infamous World War II death march.

During her movie career in the early 1960's, she was known as Lita Estrella and appeared in a number of films including "No Man Is An Island" with



the well known Hollywood actor, Jeffrey Hunter, and "Twenty-seventh Cavalry" with the beautiful German actress, Ursula Andress. Both were war pictures filmed in the Philippines.

She made many personal appearances at fiestas and festivals throughout the Philippines but it was while on a singing engagement in Japan that she met and married Earl W. Howe, who was serving there with the U.S. Navy. The petite actress-singer and her husband, who is assigned to Navy Communications in the 15th Naval District, have three children.

Felizitas Schlegelberger, 21, and her brother, Tilman, 20, who were born in Bonn, Germany, came to the Isthmus in 1972, when career diplomat, the late Dr. Gunther Schlegelberger, their father, was appointed West German Ambassador to Panama. They have lived in Japan, Vietnam, the Philippines and Switzerland, and in addition to their native language, speak English, Spanish and French. Both are full-time students. Felizitas is studying liberal arts and education courses preparing to be an elementary school teacher. Tilman is taking courses in preparation for a medical career he plans to pursue in Europe. Both are delighted with the people and climate of Panama where they are enjoying swimming and tennis. Tilman, a

Estrelita Howe, who before her marriage was Lita Estrella, the Philippine movie actress of the early 1960's, poses in her beautiful Philippine dress with the "Maria Clara" sleeves. The wife of a member of the U.S. Navy stationed in the Canal Zone, Mrs. Howe has been studying commercial courses at the college.

talented painter, is taking art classes with Sinclair, one of Panama's leading artists.

Another native of Germany attending Canal Zone College is Michael Martin, a 19-year-old enlisted man stationed at Headquarters Company, Fort Clayton. During the day, he is a parts order clerk for Army vehicles, communications equipment and weapons. In the evenings, he studies sociology and psychology and world civilization. Next semester he plans to take sketching and drawing to prepare for a career as a designer or commercial artist when he leaves the service. Michael was born in Wiesbaden. His mother is from East Germany and his stepfather is a U.S. citizen in the Armed Forces. He has lived in the United States and the Far East and has a deep appreciation for different cultures.

Addy Weij, son of the Consul of the Netherlands in Panama, was born in Dusseldorf, Germany, and has lived in Panama for the past 3 years. Prior to coming to Panama, he had lived in Stuttgart, Germany, and in Ghana, West Africa, for 5 years. A full-time student, Addy is taking courses that will be useful to him when he goes to medical school in Rotterdam. His college friends call him the "Flying Dutchman" and he is a little surprised to find himself the only Dutch citizen at the college. There had been a large group of Dutch students at the private English school he attended in Ghana. Addy is fluent in Dutch, German, English and Spanish.

Zivota Pavlovich, of Yugoslavia, was among those who recently completed a refresher course for engineers preparing for Canal Zone registration. Graduated as a naval architect and mechanical engineer from the University of Belgrade, Pavlovich has been employed as a mechanical engineering draftsman in the Mechanical Branch of the Canal's Engineering Division for the past 2 years. The road from his native land,

where he was employed as a naval architect in a shipyard, to his present position half a world away has been an eventful one.

A little more than 8 years ago, Pavlovich designed a steel sailboat and supervised its construction and then, with three friends, he set out on a round-the-world journey. When they arrived at the Panama Canal, Pavlovich was so captivated by what he saw that when the boat left 2 months later, he stayed behind.

Pavlovich was offered work by some Yugoslavians who were farming in Chiriquí Province. Though he enjoys farming, his ambition was to work for the Panama Canal and it mattered little to him to begin at the bottom. His first job with the Canal organization in 1969 was with the Grounds Maintenance Branch, raking leaves and cleaning the street around the Administration Building at Balboa Heights. After a short time he was employed as a line handler and locomotive helper at Pedro Miguel Locks.

Then in May 1970, his perseverance was rewarded and he returned to his profession as a naval architect in the Marine Bureau's Industrial Division at Cristobal, the position he held prior to joining the Engineering Division. Pavlovich is in the process of obtaining Panamanian citizenship, and working toward fulfilling his dream—a solo trip around the world. He already has designed two sailboats, a 24-foot and a 33-foot craft for this purpose.

From the Far East, Kim Hung Lau is a 20-year-old, full-time student who was born in Canton, China. She grew up in Hong Kong and attended a Chinese high school where she learned some English. Kim came to the Isthmus 3 years ago with her mother to join her father. She is studying business subjects and trying to learn Spanish on her own.

Laura Antunez do Prado, of Rio de Janeiro, Brazil, had a choice of either entering college in Rio in the fall of 1970 or visiting her uncle who was a Brazilian military officer instructing at the School of the Americas at Fort Gulick. She chose to come to Panama. During her visit, she attended a graduation ceremony at the Alliance Francaise in Colon and it was there that she met Capt. Gary V. Cooper, whom she later married. Mrs. Cooper, whose native language is Portuguese, is a part-time student studying English composition and Spanish.

A sergeant in the U.S. Air Force stationed at Albrook Air Force Base,

Fernando Concha, a Colombian, works during the day as an electronics technician in the calibration laboratory, calibrating and repairing electronic equipment for the Army and the Panama Canal organization. In the evenings, he takes engineering courses in preparation for entrance into an engineering school in the United States when he leaves the service in about 2 years. Sergeant Concha is from Cali, where he completed his "bachillerato" at the Colegio Villegas. He also was graduated from high school in New York City, where he joined the Air Force.

Flor de Herrer, a full-time student in business administration, is from Perú. She has lived in Panama, where her father is a scientist with the Gorgas Memorial Laboratory, for the past 9 years and is a graduate of Balboa High School. Born in Lima, Flor goes there each year to visit her sister who is studying medicine and her brother who is an accountant. Completely bilingual, she plans to continue her college education in the United States next year. Her favorite hobbies are swimming and mountain climbing but most of all she enjoys meeting people of different nationalities. In addition to her studies, she works at the Counselor's Office at the college.

Christopher Davis was born in Chile of a British father and Brazilian mother. He left there many years ago but has lived in so many countries he could be called an international student. Christopher's father is with a tobacco company in Panama and his business has taken him to Brazil, Venezuela, Argentina, Canada and England.

Enrolled in the 2-year program in English and liberal arts, he plans a future in political science and law. He is a member of the Phi Theta Kappa honor society, and has been employed as a student assistant in the Canal's Engineering Division and at the college.

Laura Phlegar, the former Laura Regina Hernández, of Honduras, has been a part-time student for the past 3 years. She first came to the Isthmus when her father was named Honduran Ambassador to Panama in 1955 and returned in 1964, when her father was reappointed here. In the interim, she lived with her family in Mexico City. She married Emorv E. Phlegar, chief of the IAGS Carto-Branch in 1966.

In addition to these students, there are others from Costa Rica, Nicaragua, Guatemala, Canada, Cuba, Spain and France, who are either attending Canal Zone College at this time or have recently completed courses of study.

The exotic beauty of Simin Dailey is even more eloquent in her native Iranian headdress. A student in business administration, Mrs. Dailey met her husband in Teheran, when he was stationed at the U.S. Embassy there.



At left: Pondering an engineering problem is Sgt. Fernando Concha of the U.S. Air Force. One of several Colombians attending Canal Zone College. Below: Christopher Davis, born in Chile, and Flor de Herrer, from Peru, match wits in a game of chess while taking a break from classes at Canal Zone College.



Maritime Monickers

HOW DO SHIPS GET NAMES like *Santa Claus* or *Arco Sag River* or *China Bear*. Who names them and why? Such questions often come to mind as one watches the international parade of ships passing through the Panama Canal.

When *Santa Claus* showed up at Balboa the week before Christmas, the Canal's weekly newspaper headlined the event and, with tongue in cheek reported, "*Santa Claus* transited the Canal. She was headed north." In clarification, the writer added that the ship was "no relation to the good ole St. Nick."

A rebuttal from the Elpis Shipping Co., of Greece, owners of the ship, arrived immediately. Not so, said the president. *Santa Claus* did indeed have a relationship to St. Nick. She had been named in honor of the patron saint of Greek sailors, St. Nicholas. He added that a retraction might be in order.

To the owners and to those who sail on them, ships take on almost human qualities. Unlike other vehicles of transport, they seem to possess a special individuality. A great deal of thought is given to the choosing of ships' names and behind even the most ordinary appellation there is usually an interesting story.

There would seem little to question about an obvious name like *Queen Elizabeth II*, Cunard's famous cruise ship, but as soon as she was christened, the company was besieged with calls asking what the name meant.

The name selected for the liner was a well-kept secret that had attracted attention throughout Britain. More than 15,000 bets had been placed on a variety of names with the odds on *Queen Elizabeth the Second* 14 to 1. Only four neopoles besides the Queen had been told the name.



Why Pick St. Nick?

"Santa Claus," named for the patron saint of Greek sailors, passes under the bridge that spans the Panama Canal.



But, on the long awaited launching day September 20, 1967, when Queen Elizabeth stepped forward on the platform at the shipyard and said, "I name this ship *Queen Elizabeth the Second*," everyone was surprised, even the four people who thought they knew the name in advance. They had been told the name would be *Queen Elizabeth*, but at the last minute, the Queen had decided to christen the ship, *Queen Elizabeth the Second*.

As surprised as everyone else at the sudden change, Cunard officials were faced with the problem of explaining it. They were asked if it referred to Queen Elizabeth the Second. (The first liner, the largest passenger ship ever built, was named for the wife of King George VI.) Or was the name meant to imply that this was the second *Queen Elizabeth* liner? The company first announced that the ship was named as the second liner of that name pointing out that the original *Queen Elizabeth* would soon be out of service. Later, however, press releases made it clear that the ship was named for the British Queen.

The Cunard offices in London, Southampton, and Liverpool received more than 500 telephone calls, within an hour after the launching, congratulating them on the selection. Most people liked it but a few complained, including one woman who said that she was going out immediately to sell all of her stock.

Another objection came from the chairman of the Scottish Nationalist Party who said, "It could not be a bigger insult to the people of Scotland." The Scots consider the present Queen

of England to be Elizabeth the First, since they have never recognized the Tudor Queen Elizabeth.

There is a well-known story that the naming of the *Queen Mary* was something of a surprise to Cunard officials also. According to this story, a company official told King George VI that he had decided to name the liner for Britain's greatest queen. The King said that he thought it was a good idea and that he was sure Queen Mary would be very pleased. The official meant Queen Victoria but after the incident, the ship was duly named *Queen Mary*.

By tradition, all Cunard Line ships, except for the three *Queens*, have been named after Roman countries ending in "ia" such as *Mauritania*, *Aquitania*, *Britannia*, *Media*, *Parthia*, *Franconia* and *Carmania*.

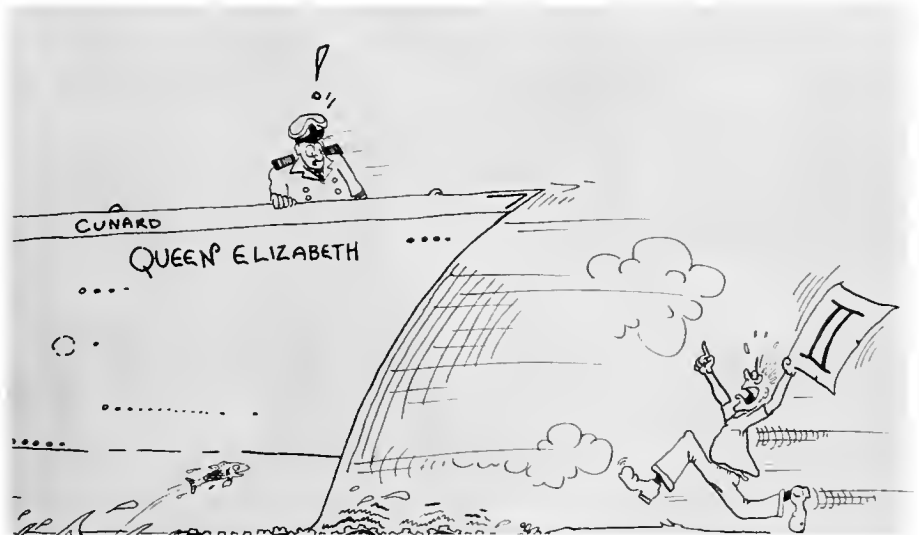
But in 1971, the tradition was broken with the naming of the ship, *Cunard Adventurer*. The company explained that marketing considerations exerted a strong influence in the selection. It was felt that the name would immediately identify the ship as a vacation cruise ship built to take passengers on exciting seagoing adventures.

Other departures from the 134-year tradition are the new cruise ships now under construction which will be named *Cunard Countess* and *Cunard Conquest*.

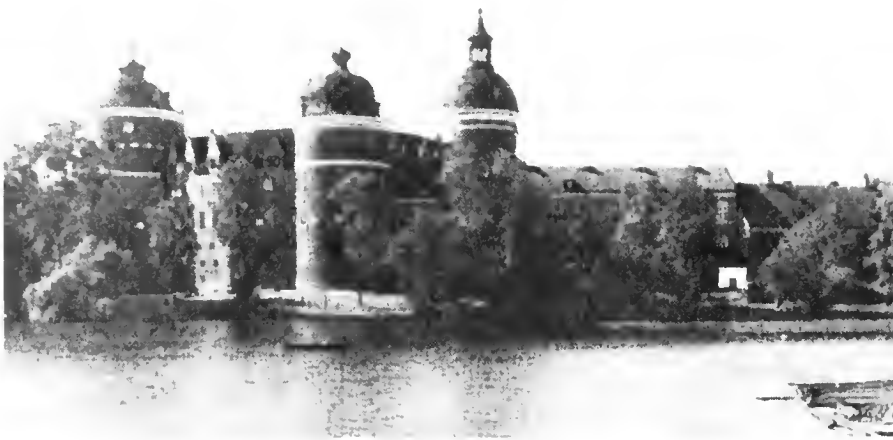
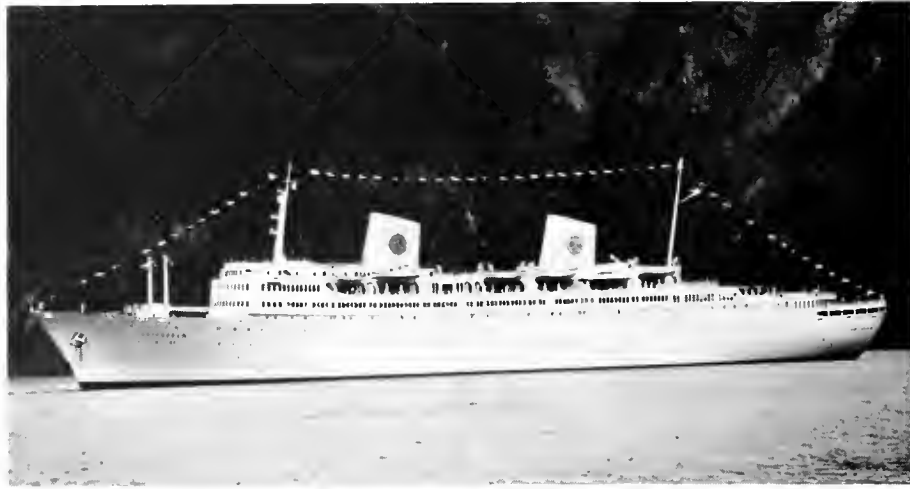
The famed *Queen Elizabeth II* will be seen at the Canal, March 26, 1975, when she will stop in Balboa prior to transiting the Canal on her first around-the-world cruise. The 963-foot-long liner will be the largest passenger ship ever to transit the waterway.

Naming ships with standard suffixes or prefixes is a common practice but one American company, no longer in existence, selected names that began with each letter of the alphabet. In 1927, while involved in U.S. coastal trade, the *Alleghany*, *Berkshire*, *Chatham*, and *Dorchester* were the first four ships in the fleet. They were named for counties in the states they served. Since the company had only 20 ships, a few letters were skipped but this was the pattern followed.

The *Dorchester* will be remembered as the ship on which the four U.S. chaplains gave up their lifebelts to others, who had none, then joined arms and



The Swedish American Lines' famous cruise ship, "Gripsholm," passes through a fjord. She was named for the Gripsholm Castle in Sweden, which is shown below as it appears on the ship's menu cover.



went down with the ship when it was sunk, February 3, 1943. One of the great tragedies of World War II, 605 of its 904 passengers either drowned or froze to death before a rescue ship arrived.

The ship and her four heroic chaplains were honored with a number of memorials including a 3-cent postage stamp and the Four Chaplains Chapel in Philadelphia. Two of the chaplains were Protestant, one Jewish, and one Catholic.

Some companies choose one letter of the alphabet and select names that begin with that. For instance, the names of all ships of the Barber Lines, which has its headquarters in Norway, have names that start with "t."

Some of them are *Tagaytay*, named for a town in the Philippine Islands; *Tagus*, a river in Portugal, which flows into the sea at Lisbon; *Tai Ping*, Chinese for great peace and/or happiness; *Tamerlane*, *Timur Leng* (Timur the Lame) the Mongol Emperor (1336-1405); *Tarantel*, tarantella, a south Italian dance, which was derived from the name of the spider whose bite was supposed to

cause dancing mania; and *Talbot III*, the name of the French engineer (1799-1855) who built the first railway in France and in 1847 made plans for a canal between Alexandria and Suez. *Talbot I* was the first steamship in the fleet and originated the "t" nomenclature.

The Swedish words, *Kungsholm* and *Gripsholm*, identify the two beautiful cruise ships of the Swedish American Line, which frequently pass through the Canal.

In Sweden, the word "holm" means "little island." *Kungsholm* means King's Island. *Kungsholm* was also, in the 15th and 16th centuries, a castle in Stockholm. It was destroyed by fire but there is still a borough in Stockholm which is called Kungsholmen.

The *Gripsholm* is named for the Gripsholm castle on Lake Malaren in Sweden. The name in English is Griffin's Island. It was named for a governor, Bo Johnson Grip. The castle, one of the most impressive Renaissance castles in Scandinavia, is now a museum with a fine portrait collection.

The present *Kungsholm* is the second

ship of that name. The first, was taken over by the United States shortly after the attack on Pearl Harbor. Renamed the *John Ericsson*, she carried more than 170,000 troops across the Atlantic. Then in 1946, she was converted into a war bride ship complete with nursery, diet kitchen and playroom and transported 279 wives and 177 babies from Europe to the United States. She was repurchased by the Swedish American Line in July 1947 and reconverted for cruise service.

The Norwegian American Line, since 1910, has named its vessels after Norwegian fjords. Among them are the *Stavangerfjord*, *Oslofjord*, *Edifjord*, and *Skienfjord*. In 1965, they added the *Saga*, a name created by simply combining a recognizable Norse word, "saga" with fjord. *Vistafjord*, a familiar Canal customer, is a similar case where a word was used to conjure up a mental view of anticipated places and events.

Using the natural features of a country or countries for the names of ships is a common practice. The Iceland Steamship Co. (Elmskip) names its ships for Icelandic waterfalls. The Icelandic word for waterfall is foss and the flagship of the fleet is named *Gullfoss*, the Golden Waterfall. This waterfall, which plunges over rocks in a broad glacial river into a deep gorge, is regarded as one of the most beautiful in the world. Along with the Great Geysir, known in Icelandic as Geysir, it is a major tourist attraction. Incidentally, it is from the Icelandic word geysir that the English word geysir, which has been applied to spouting hot springs all over the world, and to water heaters in England, is derived.

With few exceptions, all Holland America Line passenger and passenger-cargo vessels carry the names of localities in the Netherlands ending in "dam" which is the same in Dutch as in Eng-

lish. In the past, dams in various rivers were stopover points or places for transferring cargo. Towns sprang up near them and were named for them. Rotterdam was located near the dam in the Route River and Amsterdam in the Amstel River.

In 1901, when Holland America acquired its first cargo ship, to distinguish this type ship from the passenger vessels, a series of "dijk" ships was begun. The word "dijk" means dike and with the vast number of dikes in the Netherlands, there has been no scarcity of names for freighters. The company, however, prefers to revert to names it has used before when new ships are put into service.

The Turkish Maritime Line chooses geographical names. It has named three vessels for the seas surrounding the coast of Turkey. In case you don't recognize them, *Akdeniz* is the Mediterranean Sea; *Karadeniz* is the Black Sea; and *Ege*, the Aegean Sea. Other ships are named for cities in Turkey.

The Pacific Steam Navigation Co. has been well known on the Isthmus

since Gold Rush days and the construction of the Panama Canal. For the most part, it uses ports, towns, villages and provinces of either Spain or Latin America, the trade areas which it serves, for the names of its ships.

Among the ships are *Orduña*, a town in the Basque Provinces of Spain; *Ortega*, a village in Colombia; and *Orcoma*, a district in Chile. An exception is a tanker, *William Wheelwright*, which is named for the founder of the company. At one time, the company had a tanker named *George Peacock*, the name of PSNC's first captain, a former Royal Navy captain, who is believed by some to be the first to plot the present route of the Panama Canal. In February 1842, he sailed to Panama from England to complete a survey he had started earlier. He made a rough chart of the route and left it with the British Consul of Panama before he sailed for England.

The Italian Line, which runs a regular service through the Canal from Italy to South America, honors famous Italian artists and composers not only in the naming of their vessels, but in the case

of artists, also displays their work aboard the ships. The ships frequently seen at the Canal include the *Rossini*, the *Donizetti*, and the *Verdi*.

The Baltic Shipping Company names its cruise ships for famous Russian literary figures. The *Shota Rustaveli* transits the Canal enroute to Australia while the *Mikhail Lermontov* and the *Alexander Pushkin* operate cruises to Europe out of New York and Canada.

The names *Varicella* and *Hemitrochus* aren't familiar to the average person but a shell collector would recognize them at once. These ships, which are seen often at the Canal, belong to Shell International Marine Limited, a company with a tradition of naming its ships for seashells.

Back in 1897, when Marcus Samuel took over his father's shop in London, oriental shells and curios formed part of the stock. As a sideline, he handled kerosene and on seeing the advantages of transporting it in bulk, ordered a fleet of tankers. Since he was an authority on shells, Samuel decided to name the first ship, *Murex*, for that type of shell. This ship was destined to make history as the first ship permitted to transit the Suez Canal. (The latest ship to carry this traditional name was built in 1965.)

Conch, *Clam*, *Turbo*, *Elax*, and *Nerita* were put into service shortly afterward and in 1899, when the company had 14 tankers, the name of the company was changed to Shell Transport and Trading Company with the Pecten as its symbol. Present day ships include the *Mitra*, *Medora*, *Mysia*, and *Mangelia*. For a number of years, each ship has carried a specimen of the shell for which it was named. In the case of very rare shells which have been difficult to



VOLUTA

23rd NOVEMBER 1961



Above: The Voluta shell and the plaque which gives the launching date of the ship named for it and a Pecten shell, the symbol of Shell International Marine Limited. At right: Shell's 195,900 d.w.t. "Mitra," which was built in Denmark in 1969.



obtain, a model of the shell has been made for this purpose.

Ships of the Sitmar Line and its sister company, Sitmar Cruises, are regular Canal customers. The *Fairstar* and the *Fairsky* pass through enroute from the United Kingdom to Australia and New Zealand while the *Fairsea* and the *Fairwind* transit on cruises around Central and South America.

The casual observer might conclude that the ships' names refer to the fair and agreeable atmospheric conditions under which the ships sailed. But this is not the case. A Sitmar official, when asked how the tradition of naming the ships "fair" developed, said, with a certain pride, "When the line, more than a quarter of century ago, was formed to operate passenger vessels it was thought, and we can today state rightly so, that over and above all efforts (construction, manning, etc.) the main factor which should secure us the success we were aiming at was the fairness to all concerned, i.e., not only to our passengers, but to the travel industry, to our general sales agents, to our port agents, to the press, to our staff, and to anyone else who could eventually be connected with our trade."

It was subsequently decided to combine the word "fair" with an element of navigation, such as sea, sky, star, and wind.

With its great involvement in trade in Latin America, it was natural for the

United Brands Co. to name its vessels for geographical and geological features and political figures in those countries.

Among its ships are *Chiriqui* and *Daricn*, named for provinces in Panama; *Turrialba*, a volcano in Costa Rica; *Magdalena*, a river in Colombia; *Leon*, a city in Nicaragua; *Choluteca*, a coffee producing department in Honduras; *Motagua*, a river in Guatemala; and *Lempa*, a river in El Salvador. Some exceptions to this policy are *Fra Berlanga*, named for a Dominican friar, who was the first to introduce the banana plant into the West Indies during early Spanish Colonial rule; and *Morazan*, named for General Francisco Morazan, a native of Honduras and one of the great historical figures in the creation of the Federation of Central America.

When the new container ship, *China Bear*, transited the Canal recently, it raised the question "why name a ship bear?" The explanation is simple. The Pacific Far East Line, Inc., with headquarters in San Francisco, takes its symbol and names for its ships from the state of California seal which features a bear. The names of its other vessels are *Canada Bear*, *Guam Bear*, *Hawaii Bear*, *Japan Bear*, *Pacific Bear*, and *Philippine Bear*. The prefix determined by the countries in which the vessels call.

The name of the new tanker *Arco Sag River* is familiar in Alaska but not here. This huge oil tanker, which belongs to Atlantic Richfield Oil Co., gets

its name from the location of the confirmation oil well on the North Slope in Alaska.

During its span of 100 years, the China Navigation Co. has owned over 200 ships, which were traditionally named for Chinese provinces. This tradition was first broken when the company began operating a Moslem pilgrim ship on charter to Malaya under the name of *Kuala Lumpur*, and more recently, in 1966, when four vessels operated by a subsidiary company in New Guinea were renamed *Chiefs* (*Papuan Chief*, *Island Chief*, etc.) The current policy is to identify ships with a particular trade route. A vessel on the Asia Australia Express Service, for instance, is named *Asian Express*.

This company also manages John Swire and Sons and Associated Companies' five bulk carriers named for Scottish villages and lochs beginning with "Er" and there is one ship named *Erawan* for the three-headed elephant which in Hindu mythology provides intercelestial transportation for the god, Indra.

The remaining vessel of this fleet is a cruise liner named *Coral Princess* for no other reason than that it sounds right for cruising the coral islands and atolls of the Pacific.

Since hundreds of Japanese ships from *Aiza Maru* to *Zuiyo Maru* are in service, Panama Canal guides receive most questions about the *Maru* suffix.



The Italian Line's policy of naming its ships for famous artists and composers was followed in the naming of the "Leonardo Da Vinci," which has paintings by the artist in its public rooms.



The "Ortega," which transits the Canal regularly, is named for a village in Colombia.

The answer, unfortunately is that the origin of the word is a mystery. There are many explanations, but whether they come from scholars or shipping officials, they only suggest some of the many possible origins of the tradition. No one knows for sure. One popular theory is that 16th century ships looked like castles and the old Japanese character, which is still used on the ships, means castle. Though ships no longer look like castles, the use of the word continues to be a tradition in the naming of Japanese ships.

Interestingly, ships are not feminine in Japanese, as they are in most countries, and are always referred to in the masculine gender.

The Panama Canal Company, has only one ship, the *Cristobal*. It was named for the Atlantic side terminal port, which was originally named for Columbus. In the past, when it had many ships, operated by the Panama Railroad, there was a general pattern of naming the ships for areas on the Isthmus. The *Ancon*, the first ship to transit the Canal was named for the Pacific side townsite of that name.

In the Middle Ages, when religious zeal reached a peak, ships were usually named for saints and no craft was sent to sea without its shrine and idols.

Prudential Grace is one of the present day lines which follows the practice of naming ships for saints. The *Santa Mercedes*, *Santa Magdalena*, and others are well known locally.

Some names fit the ships perfectly. What could be better for a wine carrying ship than *Bacchus*, the god of wine in classical mythology? This was the name a French company gave the cargo ship it converted in 1935 to carry wine in bulk. The ship, which was put into service between Algiers and Rouen, transported as many as 30 different varieties of wine at one time. Sunk during the war, the first *Bacchus* was replaced in 1949 by another *Bacchus*. It has 40 tanks for wine or alcohol.

It was once possible to distinguish the type of U.S. Navy ships by their names. For instance, submarines were traditionally named for fish; aircraft carriers for battles and famous old ships; destroyers, for well known military personnel; battleships for States and cruisers for cities. This is no longer the case. The first significant departure from tradition was in the naming of submarines. First, there was the *Nautilus*, named for Jules Verne's mythical submarine, and in more recent times, they have been named for cities and pro-

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

First Half Fiscal Year

Nationality	1974		1973		1965-69	
	No. of transits	Tons of cargo	No. of transits	Tons of cargo	Avg. No. transits	Avg. tons of cargo
Belgian	78	279,717	64	251,901	39	100,725
British	638	6,924,670	666	6,247,374	679	5,072,872
Chilean	43	665,614	65	864,590	60	406,198
Chinese, Nat'l.	104	1,146,805	83	701,081	57	443,818
Colombian	94	230,816	128	223,896	117	225,971
Cypriot	107	649,689	84	537,266	7	50,000
Danish	175	1,362,868	182	1,107,905	198	1,137,816
Ecuadorian	46	509,732	30	115,899	33	41,799
French	113	663,295	101	465,251	107	421,446
German, West	378	2,516,863	409	2,104,176	590	2,063,139
Greek	701	9,478,162	475	5,251,916	255	2,606,268
Honduran	56	56,990	76	78,042	104	64,648
Italian	135	1,025,817	141	595,384	110	743,021
Japanese	643	6,923,312	696	5,676,541	468	3,431,691
Liberian	894	15,417,105	909	13,472,970	674	8,920,295
Netherlands	229	1,334,531	230	1,517,106	257	1,086,592
Norwegian	518	7,636,929	617	8,014,000	739	7,171,883
Panamanian	505	3,256,365	463	2,956,783	261	1,215,812
Peruvian	90	838,128	81	662,869	79	387,875
Philippine	47	364,991	45	288,306	46	216,694
South Korean	50	302,761	66	430,093	14	87,421
Soviet	132	822,350	137	789,669	27	207,691
Swedish	163	1,248,731	213	1,483,890	225	1,462,003
United States	616	5,045,671	595	3,931,283	823	4,602,063
All others	413	3,520,445	341	2,292,974	273	1,400,953
Total	6,968	72,222,357	6,897	60,061,165	6,242	43,568,694

TRAFFIC MOVEMENT OVER PRINCIPAL TRADE ROUTES

First Half Fiscal Year

Trade routes—(Large commercial vessels, 300 net tons or over)	Avg. No. transits		
	1974	1973	1965-69
East coast United States—Asia	1,777	1,739	1,389
Europe—West coast South America	547	605	651
East coast United States—West coast South America	640	581	895
Europe—West coast United States/Canada	422	423	484
Europe—Asia	374	377	107
Europe—Oceania	238	252	191
East coast Canada—Asia	226	226	99
United States Intercoastal (including Hawaii)	206	215	258
East coast South America—Asia	133	165	96
West coast South America—West Indies	172	152	130
All others	2,233	2,162	1,931
Total	6,968	6,897	6,231

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 net tons or over—(Fiscal years)

Month	Transits			Tolls (In thousands of dollars) ¹		
	First half		Avg. No. transits 1965-69	First half		Average tolls 1965-69
	1974	1973		1974	1973	
July	1,210	1,138	1,067	\$9,697	\$8,518	\$6,322
August	1,127	1,221	1,044	9,663	9,522	6,298
September	1,125	1,116	1,015	9,530	8,896	6,139
October	1,220	1,174	1,049	10,170	9,298	6,387
November	1,160	1,141	1,021	9,772	9,130	6,258
December	1,126	1,107	1,035	9,886	8,958	6,409
January	-----	1,176	1,003	-----	9,703	6,167
February	-----	1,037	922	-----	8,328	5,654
March	-----	1,231	1,098	-----	9,916	6,748
April	-----	1,133	1,087	-----	9,507	6,681
May	-----	1,160	1,110	-----	9,378	6,854
June	-----	1,207	1,052	-----	9,878	6,609
Totals for fiscal year	-----	13,841	12,503	-----	\$111,032	\$76,526

¹ Before deduction of any operating expenses.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	First Half Fiscal Year		
	1974	1973	5-Yr. Avg. 1965-69
Petroleum and products	5,843,529	4,724,978	643,782
Manufactures of iron and steel	3,401,890	4,369,007	1,816,926
Ores, various	3,074,279	2,130,399	2,957,624
Lumber and products	2,640,783	2,489,075	2,196,431
Sugar	1,832,808	1,840,447	1,460,243
Food in refrigeration (excluding bananas)	813,758	707,059	499,550
Pulpwood	809,518	704,887	374,817
Bananas	764,270	613,235	623,764
Metals, various	475,767	711,630	651,078
Autos, trucks, accessories and parts	461,982	505,032	38,594
Sulfur	401,777	261,733	103,009
Potash	281,906	261,236	188,291
Paper and products	244,083	402,137	141,696
Molasses	241,241	236,309	196,846
Coffee	232,473	274,139	211,558
All others and unclassified	5,510,593	5,818,660	4,725,796
Total	27,030,657	26,049,963	16,830,005

Atlantic to Pacific

Commodity	First Half Fiscal Year		
	1974	1973	5-Yr. Avg. 1965-69
Petroleum and products	8,749,089	5,997,280	7,382,958
Coal and coke	8,262,531	6,614,357	4,483,207
Corn	5,675,008	3,284,521	1,339,076
Wheat	3,301,650	1,731,410	621,073
Phosphate	2,545,084	2,176,193	1,911,363
Soybeans	2,065,802	1,931,412	1,165,254
Metal, scrap	1,994,046	958,147	1,458,047
Sorghum	1,458,630	1,427,808	N.A.
Ores, various	1,250,883	1,345,927	816,530
Manufactures of iron and steel	805,054	823,399	907,176
Sugar	715,768	752,596	406,555
Chemicals, unclassified	712,419	644,381	428,399
Fertilizers, unclassified	642,653	359,479	218,304
Paper and products	383,702	327,228	349,756
Metals, various (excluding scrap)	362,340	191,156	661,758
All others and unclassified	6,267,041	5,434,627	4,589,233
Total	45,191,700	33,999,921	26,738,689

CANAL TRANSITS - COMMERCIAL AND U.S. GOVERNMENT

	First Half Fiscal Year					
	1974			1973		Avg. No. transits 1965-69
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total	
Commercial vessels:						
Oceangoing	3,537	3,431	6,968	6,897	6,231	
Small ¹	217	148	365	261	276	
Total Commercial	3,754	3,579	7,333	7,158	6,507	
U.S. Government vessels:²						
Oceangoing	43	52	95	214	447	
Small ¹	28	30	58	66	63	
Total Commercial and U.S. Government	3,825	3,661	7,486	7,438	7,017	

¹ Vessels under 300 net tons or 500 displacement tons.

² Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

PANAMA CANAL TRAFFIC STATISTICS FOR FIRST 6 MONTHS OF FISCAL YEAR 1974

TRANSITS (Oceangoing Vessels)

	1974	1973
Commercial	6,968	6,897
U.S. Government	95	214
Free	10	17
Total	7,073	7,128

TOLLS °

Commercial	\$58,750,492	\$54,347,575
U.S. Government	540,368	1,311,299
Total	\$59,290,860	\$55,658,874

CARGO** (Oceangoing)

Commercial	72,222,357	60,049,884
U.S. Government	258,436	848,066
Free		8,490
Total	72,480,793	60,906,440

° Includes tolls on all vessels, oceangoing and small.

** Cargo figures are in long tons.

minent men in U.S. history. Some of the newer names are *Memphis*, *George Washington*, *Lewis and Clark*, and *Will Rogers*.

Although the Navy seems to follow a very flexible policy in the naming of vessels, extensive research failed to reveal a ship of any type named for a woman.

During World War II, however, there was a troop carrier named *Susan B. Anthony* in honor of the famous suffragist. The ship, sunk by the Germans, was originally the Grace Line's *Santa Clara* which was renamed after she was taken over by the Government.

A number of ships are named for the owner or members of his family as in the case of the Lykes Steamship Co., which has 37 vessels named for family members, but there is at least one recorded case where a man was named for a ship.

On March 29, 1942, the ship, *City of New York*, was struck by a torpedo off Norfolk. On board was a pregnant woman, Mrs. Desanka Mohorovicic, the wife of a Yugoslavian consul in the United States. Mrs. Mohorovicic and the ship's surgeon were put into the captain's lifeboat as the ship began to sink.

Both of them had been injured while abandoning ship but at 2:30 a.m. March 30, the doctor managed to deliver the baby in the crowded lifeboat. The child was kept warm under his mother's life-jacket until a U.S. destroyer rescued them. The mother's first question when she was safe aboard the ship was to ask the captain the name of the destroyer because she wanted to name the baby for it. And that is how Jesse Roper Mohorovicic got his name.—WKF



In smaller, more familiar things, memory weaves her strongest enchantments, holding us at her mercy with some trifle, some echo, a tone of voice, a scent . . .

Freya Stark.

With the coming of the seventies, a wave of nostalgia has been sweeping through the land. It has become a time of looking back to the 40's and the 50's. The songs on the radio, the movies, the television shows all reflect the longings for the days that used to be.

When members of the Balboa Graduating Class of 1943 came to the Isthmus early this year for a 30th anniversary reunion, it seemed a rare opportunity to look back with them; to find out how the graduates had fared over the years; and to see their reactions to changes on the Isthmus. One of our writers mingled with them during their week's stay in Panama and gave this report.

The Editor.



Three Decades Make A Difference

PANAMA PUT ON ITS TRAVEL-poster face for the reunion of the Balboa High School Class of 1943. The kind of travel poster that evokes day-dreams of tropical cruises when those in more northerly lands glance at it during a shivery January blizzard.

On February 1, 1974, the group arrived at Tocumen Airport, which didn't exist when they left. They came from Alaska, Texas, Kentucky, New Jersey, Vermont, New York, Georgia, Florida, Louisiana, Maryland and Ohio.

The 24 graduates who traveled from the States and the 27 who settled on the Isthmus, had not been together in a group since graduation night—June 4, 1943.

That was the day newspapers headlined war news: "U.S. Hits Three Italian Battleships," "Marshall at Africa Conference," "Soviets Striking Furious Blows," and "Double Axis Defeat Seen by Roosevelt."

It was the year of padded shoulders, wedgies and ankle-strap shoes, of up-

sweep hairdos and uplift bras; the year zoot suits and the drape shape were all the rage in the United States.

It was the time of dancing to "Pennsylvania 6-5-0-0-0" and "Beer Barrel Polka," of Helen O'Connell singing "Green Eyes," of Tommy Dorsey playing "I'll Never Smile Again," of Glenn Miller, Frank Sinatra and the Andrews Sisters.

The '43 graduates changed one word of a wartime hit song and sang "Don't sit under the mango tree with anyone else but me."

The school paper, *The Parakeet*, brought the war close to home with its own headlines—"BHS Offers Tough Aeronautics Course for Future Pilots," "69 Students Join Victory Corps," and "Seniors Bid Farewell to BHS—Take War Jobs."

And they learned a new vocabulary—gas mask drill, blackouts, sugar rationing, censorship, manpower board, Wake, Bataan, Corregidor and Guadalcanal.

The Class of '43



But now 30 years later, members of the Class of '43 felt a little like Rip Van Winkle as they surveyed the changes on the Isthmus. They discovered that many of the old hangouts, the old restaurants of Panama, were gone and in their places were high rise apartment and office buildings.

On visiting the Canal Zone, they were surprised that even the familiar old Balboa Service Center, where their graduation ceremony was held, had been demolished to make way for a modern facility. But, for many, the greatest change was the disappearance of the historic Tivoli Guest House, a local landmark since the early days of the Canal.

Others said they thought the biggest change in the Canal Zone was the air-conditioning. At the time they left, the electrical current was 25 cycle and air-conditioning was not to become practical until the 1950's when the system was converted to 60 cycle. They recalled that during their schooldays, slow moving, overhead electric fans provided the only relief from the tropical heat and humidity.

The group visiting Miraflores was impressed with the great changes in Canal traffic, particularly the large number of huge container ships squeezing through the locks, quite a contrast to the small freighters and military ships of their high school days.

The reunion was the idea of William Diez, Jr., of Houston, Tex. For a year, he collected addresses and wrote letters and asked people how they felt about a 30th anniversary get-together. The response was encouraging, but because of other commitments he had to find someone else to organize it. Charles W. March, of New Jersey, agreed to do it. James N. Kenealy became west coast

representative and Mrs. Robert O. Bover, the Canal Zone representative.

After another year of hard work by all three, 100 of the 145 graduates were located. They were found all over the continental United States, in Hawaii, Alaska, Panama, the Canal Zone and Saudi Arabia. Those who planned to attend voted by mail to hold the reunion in Panama.

If the group that attended the Panama reunion, and those who wrote letters are representative of the whole class of '43, then the questionnaires they filled out fail to support those unhappy statistics which say Americans don't attend church often; that 3 out of 5 marriages end in divorce; and that most Americans are content with limited goals.

All of the group married and very few were divorced. Most listed church attendance among their Sunday activities. Many hold executive positions, are in one of the professions, or are self-employed. All but three have traveled extensively either on business or on pleasure trips with their families.

Many of the women said they were housewives but they were contradicted by husbands who described them as "my right arm and partner in my business," as the "owner of a boutique shop," as an "artist," and as the "manager of a gift shop."

Sylvia Porter, the financial expert, recently defined the terms, rich, affluent and upper-middle class as they are used in American society. Using her definitions, four of the 1943 graduates who attended the reunion would be classified as rich and many more affluent than simply upper-middle class.

The class of '43 was the first to graduate from Balboa High School. At the

dedication of the school on September 11, 1942, Frank Wang, then Panama Canal Executive Secretary, said: "May we use this establishment to build principles and sound minds and to prepare those who will be leaders of democracy."

He would be pleased to know that the school accomplished this goal with the class of '43—a class of doers.

Jack Miller is the senior partner in a New Jersey law firm, and was a state assemblyman for 2 years and a state senator for 6 years. Betty Chan Snow is a psychotherapist and also vice president of her husband's medical corporation, Psychiatric Associates. Jimmy Kenealy is considered among the top trial attorneys in Los Angeles.

Marien Evans Goldstrom owns a florist shop and Jackie Gleason is one of her regular customers. Agustin "Beto" Arias is the manager of Cemento Panama, Paul Fedde is the director of research and systems engineering for Texas Gas Transmission Corp., and holds a U.S. patent on a compressor test instrument.

Neil Heitman, who settled in Alaska, travels approximately 20,000 miles by car or truck, 30,000 miles by air and 4,000 miles by ferry each year in the conducting of his various businesses. His wife, Joanne, is sales manager of one of his companies and they maintain a home in Fairbanks, an apartment in Delta Junction, and another home in Seattle, Wash.

Marie Canepa Heres and her husband, Alberto, own and operate their own furniture and decorating shop in Panama City.

Jack Walters designs and builds manufacturing machinery and computers and holds patents in his own name. His favorite, a set of Christmas tree lights programed to play Christmas carols,

A Time to Remember . . .



The daughters of Bill March, Jack Walter and Betty Boyer—from left, Susan, Lisa and Meredith—look at graduation pictures copied from the BHS 1943 yearbook.



Ernest (Bud) Pierce, class photographer back in '43, takes up where he left off and shoots pictures of the same old gang 30 years later.



Neil Heitman (left), who with his wife Joanne and two children traveled from Alaska, revisits Balboa High School and meets Clyde Willman, the principal.

sold 50,000 sets when first marketed.

Isabelle Zemer Lively is account coordinator for the largest printing firm on the west coast. She often gives slide presentations and lectures on Panama. Ernie Pierce, an engineering executive with the National Cash Register Co., is a pioneer in postal automation.

Alejandro Briceño is a prominent Panama City physician. Henry Townsend owns his own business in Colon. Bill March is a realtor who developed one of the first condominium shopping centers in the United States.

Leon Dedeaux travels all over the world as an engineering project officer for General Electric. Jim Basque is a veterinarian in a Vermont town of 300 head of cattle and 400 people.

Jack Walters is a manufacturing specialist for Lockheed Aircraft, and owns his own business as a secondary construction-industrial consultant. He has to write a lot of speeches and papers, and said "I seldom start to write that I don't remember Miss Schuchat. She taught me how to use words." There was a poignant moment when Miss Schuchat, now the wife of Rabbi Nathan Witkin, met the group at the Civil Affairs Building, where the graduates gathered for a trip to Miraflores Locks. When her former students greeted her, she was surprised and pleased that they remembered her with such affection.

When the time came for everyone to leave for home, goodbyes were said with reluctance but everyone promised to attend the next reunion which is scheduled for 1979.



Mrs. Robert O. Boyer, Canal Zone representative for the reunion, worked for a year on plans and keeps on working in her room at La Siesta while others get ready for the dinner-dance.



Mr. and Mrs. Charles W. March at the dinner-dance at La Siesta. March, along with West Coast and Canal Zone representatives, organized the reunion after Bill Diez made the plans.



The class of '43 leaves Pedro Miguel for dinner and dancing to the music of Lucho Azcárraga during a partial transit of the Canal aboard the launch "Las Cruces."







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